

215

Joint Committee on Finance, December 17, 1996

1.

I. Department of Transportation -- Jim McDonnell, Budget Director

The department requests approval of a plan to distribute additional federal aid as required under Section 9155 (2u) of 1995 Act 113.

Governor's Recommendation

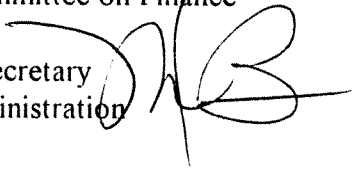
Approve the request.

## CORRESPONDENCE MEMORANDUM

STATE OF WISCONSIN  
Department of Administration

**Date:** December 10, 1996

**To:** Members, Joint Committee on Finance

**From:** Mark D. Bugher, Secretary  
Department of Administration 

**Subject:** Section 13.10 Request from the Department of Transportation for Approval of a Plan to Distribute Additional Federal Aid.

**Request**

Section 9155 (2u) of 1995 Act 113 requires the Department of Transportation (DOT) to submit to the Joint Committee on Finance a plan identifying how DOT proposes to adjust its appropriations for FY 97 to reflect actual federal aid levels. Section 9155 (2u) also provides that changes to federal appropriations may not be implemented until the Joint Finance Committee approves the modification.

DOT requests the following adjustments to reflect a level of federal highway aid that is \$13.0 million more than the amount projected for FY 97 in Act 113.

- 1.) + \$7.6 million to appropriation s. 395 (3) (bx), the federal appropriation for major highway development.
- 2.) + \$5.4 million to appropriation s. 395 (3) (cx), the federal appropriation for state highway rehabilitation.
- 3.) To the extent the actual additional amount exceeds the \$13.0 million estimate, DOT would adjust the state highway rehabilitation program using routine authority to manage variations in federal aid.

**Background**

Although the FFY 97 federal transportation appropriations bill was signed into law September 30, 1996, to date the Federal Highway Administration (FHWA) has provided states with only partial information about funding for FFY 97.

At issue is whether the Department of the Treasury can and should make adjustments in prior year gas tax receipts, moving some receipts that had been credited to FFY 95 as a result of delayed processing back to FFY 94 where the actual transactions occurred. This administrative problem was recognized more than a year ago, but no corrective action was proposed until it became clear that this error would significantly impact funding distribution in FFY 97, as gas tax receipts are used in calculating certain minimum funding provisions.

Congress had considered and rejected this year in conference committee a legislative provision to instruct FHWA to distribute FFY 97 highway aids as if this delayed crediting of receipts had not occurred. However, shortly after the appropriations bill passed, the Administration began considering whether the Treasury Department could change the date of these receipts administratively.

Just recently, the Treasury Department announced that its legal counsel determined that it did have the authority to address the issue administratively and said that it would do so. However, recognizing that this action would be controversial, Treasury forwarded its legal opinion to the General Accounting Office (GAO), for concurrence. Treasury asked the GAO complete its review by December 6. On November 22, FHWA announced that it would provide states with complete FFY 97 funding levels by "mid-December" if GAO concurred with Treasury's legal opinion. States that would benefit from Treasury's administrative remedy include New York, Massachusetts, Illinois, and Ohio. States that would not benefit include Wisconsin, California, and Florida.

Although DOT does not have official estimates from FHWA, the Department has received two sets of projections from House Public Works and Infrastructure Committee staff. These projections show what funding states would receive under two scenarios: if the proposed change is made and if the status quo prevails.

These two scenarios indicate that Wisconsin will receive between \$321 and \$330 million in new funding in FFY 97. Combined with redistributed FFY 96 funds of \$5.9 million already received in August, Wisconsin's projected total would range between \$327 million and \$336 million. This compares with current base level funding of \$314 million.

DOT proposes to use the lower of these two federal aid estimates (\$327 million) with the additional federal aid (\$13.0 million) targeted towards major highway development (\$7.6 million) and highway rehabilitation (\$5.4 million). Any federal aid above \$327 million would be targeted towards highway rehabilitation.

### Analysis

DOT is requesting to allocate \$7.6 million of the projected \$13.0 million in additional federal funds to major highway development. With this additional funding, DOT expects to be able to accelerate work on a portion of the Highway 10 corridor project in Waupaca County. Accomplishing this project in FY 97 has the additional benefit of allowing DOT to shift into FY 98 a project to reconstruct the portion of Highway 10 near Weyawega which has been the site of several fatal accidents. As the following

table indicates, even with the additional federal funds, overall funding for major highway development is expected to decrease in FY 97.

***Major Highway Program***  
(in millions of \$)

	<u>SEG</u>	<u>Federal</u>	<u>Bonding</u>	<u>Total</u>
1995	\$6.4	\$61.7	\$93.1	\$161.2
1996	\$6.4	\$50.6	\$108.5	\$165.5
1997*	\$10.5	\$40.9	\$110.5	\$161.9

*\*includes \$7.6 million in additional federal funds*

DOT is requesting that the balance of the additional federal funds (\$5.4 million) be allocated to state highway rehabilitation. Any additional funding (over \$327 million) would also be allocated to rehabilitation. DOT's long range planning project, Translinks 21, identified \$61.6 million in additional annual highway rehabilitation needs for the state's multilane backbone system and \$20.8 million in rehabilitation needs for non-backbone routes.

The following table illustrates that even with the additional federal funding, state highway rehabilitation is expected to increase only .6% in FY 97.

***State Highway Rehabilitation Program***  
(in millions of \$)

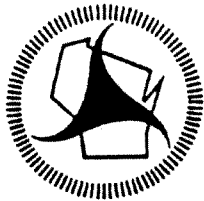
	<u>SEG</u>	<u>Federal</u>	<u>Total</u>
1995	\$206.4	\$183.6	\$390.0
1996	\$220.5	\$183.0	\$403.5
1997*	\$217.4	\$188.5	\$405.9

*\*includes \$5.4 million in additional federal funds*

**Recommendation**

Approve the request.

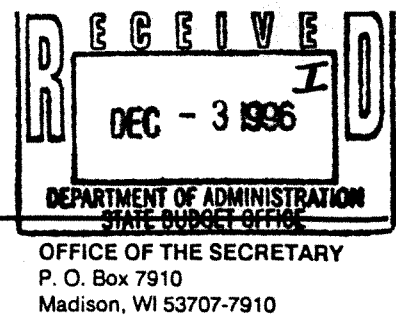
Prepared by: Doug Percy  
266-1039



## Wisconsin Department of Transportation

Tommy G. Thompson  
Governor

Charles H. Thompson  
Secretary



December 2, 1996

The Honorable Brian Burke  
Wisconsin State Senate  
100 North Hamilton  
P.O. Box 7882, Rm 302  
Madison, WI 53707-7882

The Honorable Ben Brancel  
Wisconsin State Assembly  
19 Martin Luther King Jr. Blvd  
P.O. Box 8952, Rm LL2  
Madison, WI 53707-8952

Dear Senator Burke and Representative Brancel:

### Request

Section 9155 (2u) of 1995 Act 113 requires the Department of Transportation to submit to the Joint Committee on Finance a plan identifying how the Department proposes to adjust its appropriations for state fiscal year 1996-97 to reflect actual federal aid levels to be received during that period. Section 9155 (2u) also provides that changes to federal appropriations may not be implemented until the Joint Finance Committee approves the modification.

As a result of administrative debate at the federal level, the Federal Highway Administration has not yet provided notice to the states of federal highway aid distributions for FFY 97. FHWA hopes to be able to provide the actual aid amounts by mid-December.

However, from other sources, the Department has information showing the probable lower limit for Wisconsin. Using this amount as a floor, the Department requests, under section 9155 (2u), the following adjustments to reflect a level of federal highway aid that is \$13,000,000 higher (or more) than the amount projected for FY 97 in Act 113:

1) + \$7,600,000 to appropriation s. 395 (3) (bx), the federal appropriation for major highway development, to reflect the cost of accelerating one portion of a major highway project from FY 98 to FY 97.

2) + \$5,400,000 to appropriation s. 395 (3) (cx), the federal appropriation for state highway rehabilitation, to fund additional rehabilitation projects in FY 97. Specific project accelerations in this program cannot be identified.

3) To the extent the actual additional amount exceeds the \$13,000,000 estimate, the Department would adjust the STH rehabilitation program using the Department's routine authority to manage variations in federal aid.

### Background

Although PL 104-205, the FFY 97 federal transportation appropriations bill, was signed into law September 30, 1996, to date the Federal Highway Administration has provided states with only partial information about funding for FFY 97. Consequently, even at this point, more than two months after passage of the appropriations bill, the Department is unable to provide the Committee with a specific plan for adjusting federal aid levels in SFY 97.

At issue in Washington DC is a debate over whether the Department of the Treasury can and should make adjustments in prior year gas tax receipts, moving some receipts that had been credited to FY 95 as a result of delayed processing back to FY 94 where the actual transactions occurred. This administrative problem was recognized more than a year ago, but no corrective action was proposed until it became clear that this error would significantly impact funding distribution in FY 97, as gas tax receipts are used in calculating certain minimum funding provisions in ISTEA.

Congress had considered and rejected this year in conference committee a legislative provision to instruct FHWA to distribute FY 97 highway aids as if this delayed crediting of receipts had not occurred. However, shortly after the appropriations bill passed, the Administration began considering whether the Treasury Department could change the date of these receipts administratively. Late last week, the Treasury Department announced that its legal counsel determined that it did have the authority to address the issue administratively and said that it would do so. However, recognizing that this action would be controversial, Treasury forwarded its legal opinion to the General Accounting Office, an arm of Congress, for concurrence. Treasury asked that GAO complete its review by December 6. On Friday, November 22, FHWA announced that- assuming that GAO did concur by December 6- it would provide states with complete FY 97 funding levels by "mid-December".

Although the Department does not have official estimates from FHWA, we have received from House Public Works and Infrastructure Committee staff two sets of projections prepared by FHWA in mid-November for Committee use. These two sets of tables show what funding states would receive under two scenarios: if the proposed change is made and if the status quo prevails. We are confident that these projections are sufficiently accurate to serve as a basis for re-estimating federal aids.

Senator Brian Burke  
Representative Ben Brancel  
December 2, 1996  
Page 3

These two scenarios indicate that Wisconsin will receive between \$321 million and \$330 million in new funding in FFY 97. Combined with redistributed FFY 96 funds of \$5,876,000 already received in August, Wisconsin's projected SFY 97 total would range between \$327 million and \$336 million.

The Department's proposal uses the lower of these two numbers, but indicates what the Department would do with any additional funds up to and beyond the higher amount. Given the continuing federal uncertainty and the need to clearly establish schedules for the 1997 construction season, the Department seeks the Committee's concurrence.

#### Major Highway Development

The Department proposes an increase of \$7,600,000 to the appropriation under (3)(bx), bring the total to \$40,935,100.

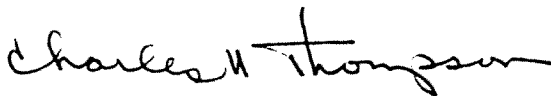
With this additional funding, the Department expects to be able to accelerate work on a portion of the US 10 corridor project in Waupaca County. This segment was a prime candidate because it was one of a very few projects where no additional work or cost was required to move the project FY 97, and because it would accelerate an open-to-traffic segment by a full year. Accomplishing this project in FY 97 has the additional benefit of allowing the Department to move into FY 98 a project to reconstruct the portion of US 10 near Weyawega which has been the site of several fatal accidents within the past year.

#### STH Rehabilitation

In recognition of the fact that STH rehabilitation spending must increase to prevent the number of miles of deficient pavements from increasing dramatically in the near future, the Department proposes to use the remaining funds, whatever the amount, to supplement the Rehabilitation program. Based on the estimate of an additional \$13,000,000, this request would increase the federal appropriation under s.393 (3)(cx), in SFY 97 by \$5,400,000, to a total of \$188,488,600.

Thank you for your consideration. Please contact Jim McDonnell, Office of Policy and Budget, (608) 266-7575, if you have any questions.

Sincerely,



Charles H. Thompson  
Secretary

# STATE OF WISCONSIN

SENATE CHAIR  
**BRIAN BURKE**

100 North Hamilton  
P.O. Box 7882  
Madison, WI 53707-7882  
Phone: 266-8535



ASSEMBLY CHAIR  
**BEN BRANCEL**

119 Martin Luther King Blvd.  
P.O. Box 8952  
Madison, WI 53708-8952  
Phone: 266-7746

## JOINT COMMITTEE ON FINANCE

December 4, 1996

TO: Members  
Joint Committee on Finance

FROM: Senator Brian Burke  
Representative Ben Brancel

SUBJECT: Review of Request Submitted by the Department of Transportation

Our offices have received a request from the Department of Transportation for federal appropriation adjustments, as required by 1995 Act 113. A copy of this request is attached for your review.

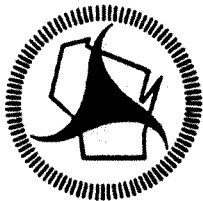
SECTION 9155(2u) of Act 113 required DOT to submit a request for adjustments to its federal aid appropriations within 30 days of the effective date of the applicable federal legislation for 1996-97 or by December 1, 1996, whichever was later. In its request, DOT indicates that the Federal Highway Administration has not yet provided an actual federal aid figure, due to a dispute over how certain federal gas tax receipts are credited. However, DOT indicates that the state's actual federal aid will likely be between \$327 million and \$336 million, or \$13 million to \$22 million above the estimate included in Act 113.

DOT requests approval of an allocation based on the low end of this range, with increases of \$7,600,000 and \$5,400,000, respectively, for the 1996-97 federal appropriations for major highway development and state highway rehabilitation. The Department also requests authorization to adjust the state highway rehabilitation appropriation to reflect any additional federal aid increase above \$13,000,000.

Act 113 specifies that these adjustments cannot be implemented without the approval of the Joint Committee on Finance. Accordingly, we have added this item to the agenda for the Committee's section 13.10 meeting on December 16.

BB/BB/jc  
Attachment





## Wisconsin Department of Transportation

Tommy G. Thompson  
Governor

Charles H. Thompson  
Secretary

OFFICE OF THE SECRETARY  
P. O. Box 7910  
Madison, WI 53707-7910

December 2, 1996

The Honorable Brian Burke  
Wisconsin State Senate  
100 North Hamilton  
P.O. Box 7882, Rm 302  
Madison, WI 53707-7882

The Honorable Ben Brancel  
Wisconsin State Assembly  
19 Martin Luther King Jr. Blvd  
P.O. Box 8952, Rm LL2  
Madison, WI 53707-8952

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December 2, 1996  
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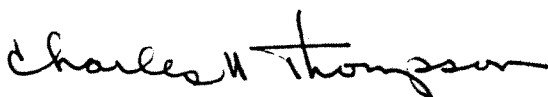
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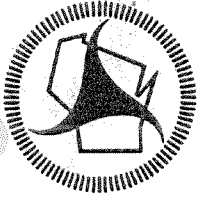
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Thank you for your consideration. Please contact Jim McDonnell, Office of Policy and Budget, (608) 266-7575, if you have any questions.

Sincerely,



Charles H. Thompson  
Secretary



## Wisconsin Department of Transportation

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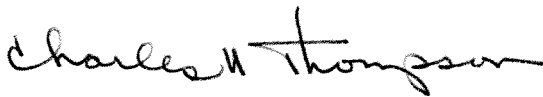
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Thank you for your consideration. Please contact Jim McDonnell, Office of Policy and Budget, (608) 266-7575, if you have any questions.

Sincerely,



Charles H. Thompson  
Secretary

# STATE OF WISCONSIN

SENATE CHAIR  
**BRIAN BURKE**

100 North Hamilton  
P.O. Box 7882  
Madison, WI 53707-7882  
Phone: 266-8535



ASSEMBLY CHAIR  
**BEN BRANCEL**

119 Martin Luther King Blvd.  
P.O. Box 8952  
Madison, WI 53708-8952  
Phone: 266-7746

## JOINT COMMITTEE ON FINANCE

December 4, 1996

Secretary Charles Thompson  
Department of Transportation  
4802 Sheboygan Avenue  
Madison, WI 53705


Dear Secretary Thompson:

The Joint Committee on Finance is currently considering the Department's request for changes to federal aid appropriations to reflect anticipated federal aid levels. As part of our review of this request, it has come to our attention that the Department has estimated that there will be a \$5 million negative balance in the transportation fund at the close of the current fiscal year.

In order for the Committee to make any decision regarding the Department's federal appropriations, it is important to have more information regarding the potential for changes to the Department's SEG appropriations. Therefore, we are asking that you provide the Committee with your recommendations regarding how to deal with the projected transportation fund deficit, including an identification of any SEG appropriations that may be affected.

We ask that you provide this information to us by Tuesday, December 10th.

  
**BRIAN BURKE**  
Senate Chair

Sincerely,  
  
**BEN BRANCEL**  
Assembly Chair

BB/BB/jc

cc: Members, Joint Committee on Finance  
Richard Chandler  
Bob Lang

# STATE OF WISCONSIN

SENATE CHAIR  
**BRIAN BURKE**

Room 302H  
P.O. Box 7882  
Madison, WI 53707-7882  
Phone: (608)266-8535



ASSEMBLY CHAIR  
**BEN BRANCEL**

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P.O. Box 8952  
Madison, WI 53708-8952  
Phone: 608-266-7746

## JOINT COMMITTEE ON FINANCE

### MEMORANDUM

To: Members  
Joint Committee on Finance

From: Senator Brian Burke  
Representative Ben Brancel  
Co-Chairs, Joint Committee on Finance

Date: December 11, 1996

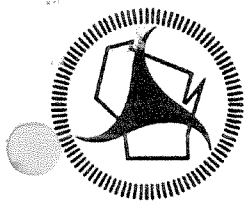
Re: Department of Transportation's Projected \$5 Million Transportation Fund Shortfall

Attached is a copy of a letter from Secretary Charles Thompson regarding the Department of Transportation's estimated \$5 million negative balance in the transportation fund at the close of the current fiscal year. In a December 4, 1996 letter to Secretary Thompson from the Co-Chairs, we requested that the Department provide the Committee with their recommendations concerning how to deal with the projected fund deficit.

This information is intended to assist us in our consideration of the Department's request for changes to federal aid appropriations to reflect anticipated federal aid levels. The information is for your review only. No action regarding the shortfall is required by the Committee at this time. However, the Committee will consider the Department's request for federal appropriation adjustments, as required by Section 9155 (2u) of 1995 Act 113, at the December 16, 1996, section 13.10 meeting.

BB:BB:jc





## Wisconsin Department of Transportation

Tommy G. Thompson  
Governor

Charles H. Thompson  
Secretary

OFFICE OF THE SECRETARY  
P. O. Box 7910  
Madison, WI 53707-7910

RECEIVED

DEC 10 1996

BY: \_\_\_\_\_

December 10, 1996

The Honorable Brian Burke  
Wisconsin State Senate  
100 North Hamilton  
P.O. Box 7882, Room 302  
Madison, WI 53707-7882

The Honorable Ben Brancel  
Wisconsin State Assembly  
19 Martin Luther King Jr. Blvd.  
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Madison, WI 53707-8952

Dear Senator Burke and Representative Brancel:

You asked that I provide additional information regarding the Department's projected \$5 million transportation fund shortfall for the current fiscal year, and provide my recommendation to deal with the projected fund shortfall.

As you recall, when the Department submitted its 1997-99 biennial budget request in September, we identified a potential \$11.3 million FY97 transportation fund shortfall. We indicated that we would take action, if necessary, to resolve the shortfall in this fiscal year. Considering that course of action, we estimated the opening balance of the transportation fund for the 1997-99 biennium at zero.

Since mid-September we have continued to monitor revenues and expenditures. Based on revenue collection data to date, it now appears that the shortfall will be \$3.9 million instead of \$11.3 million. The potential shortfall represents four-tenths of one percent of the revenues estimated for collection in this fiscal year, which is well within the range of normal fluctuations that can occur within a fiscal year.

Consequently, our strategy continues to be to monitor the revenues closely and delay any actions to correct the shortfall until later in the fiscal year. It is possible, based on normal fluctuations from projections, that future revenues may offset the remaining shortfall. In which case, no action would be necessary. On the other hand, it is also possible that future revenue collections will be less than currently projected. This also argues for postponing action until later in the fiscal year, so that any shortfall can be addressed once, rather than twice or more as normal fluctuations occur during the fiscal year.


If action to resolve a shortfall proves to be necessary, I strongly recommend that the best means of resolving the shortfall would be to reduce the state highway rehabilitation program by the required amount near the end of the fiscal year. If the appropriation were reduced, a small number of projects scheduled for construction this summer would be delayed by one month (from June, the final month of FY97, to July, the first month of FY98). Because the state highway rehabilitation appropriation is a continuing appropriation, which does not lapse funds, the Joint

Senator Brian Burke  
Representative Ben Brancel  
December 10, 1996  
Page 2

Committee on Finance would have to act under s.13.10 of the statutes to reduce the appropriation.

The state highway rehabilitation appropriation is suggested because it has the greatest flexibility in terms of making a late-in-the-year adjustment. However, preservation of the state highway system is an important priority. Therefore, if such an action does become necessary, I would also urge you to replace those decreased funds in the 1997-99 biennial budget to maintain the overall program level in the rehabilitation program.

Sincerely,

  
Charles H. Thompson  
Secretary



## Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

December 16, 1996

TO: Senator Brian Burke  
Room 302, 100 North Hamilton

FROM: Jon WeaverDyck, Fiscal Analyst

SUBJECT: Project Rationale for the USH 10 Project in DOT's s. 13.10 Request

At your request, I am responding to your inquiry on the project rationale for the USH 10 project that would be accelerated under the s. 13.10 request submitted by the Department of Transportation. Included in this discussion is a list of rehabilitation projects which are tentatively scheduled for letting. You also asked whether the entire \$7.6 million requested would be used for this project.

The Legislative Fiscal Bureau memorandum to the Joint Committee on Finance describing DOT's 13.10 request outlines the reasons why the segment of USH 10 in question is the only major project which could be opened to traffic earlier if additional federal aid were allocated to the program in the current fiscal year. Using additional federal funds for the major highway development program would continue a policy advanced by the Department in its s. 13.10 request for federal fiscal year 1996. In both cases, this action reflects an attempt to replace funds in the program that had the greatest absolute reduction in federal funds under Act 113 (-\$50.7 million over the 1995-97 biennium).

The rationale for the major highway project on USH 10 from Waupaca to Fremont can be found in the environmental impact statement (EIS) for the project. The EIS states three major reasons for completing the project: traffic volume, its commercial importance and safety.

*Traffic volume:* Current traffic volume between Waupaca and Fremont ranges roughly from 8,000 to 13,000 vehicles per day. (This entire 15-mile segment is scheduled for improvement, although the project referred to in the s. 13.10 request covers only a five-mile portion.) By the year 2017, traffic is projected to range between 11,800 and 18,600 vehicles per day. According to the study, the traffic volume that can be safely handled on a highway like this is 7,000 vehicles per day.

*Commercial value:* To illustrate its importance to commerce, the study states that commercial trucks make up 17% of traffic on the segment.

*Safety:* The study notes that the segment has traffic fatality rates of three times the statewide average. Since the beginning of 1996, eight people have been killed on USH 10 between Waupaca and Fremont, including three at the intersection of CTH X at Weyauwega. The CTH X intersection will be grade-separated after the construction, but not until the second leg of the project. The current request would allow acceleration of a portion between Waupaca and CTH X, but this would allow the acceleration by a full year of the letting date for the second segment, which includes the CTH X intersection. It should be noted that the fatality rates for this year are much higher than normal.

I have attached a list, provided by DOT, of projects scheduled to be let between now and the end of the fiscal year. Projects funded under the rehabilitation appropriation are identified as *3R, State Bridges* or *I4R*. There are more projects scheduled here than there is funding available. The Department expects, however, that some of these will not be ready because of delays in the design process. Others which will be ready may need to be moved to FY 1998 because of a lack of funding. Crediting additional federal funds to the rehabilitation appropriation would allow more of these projects to be funded in the current fiscal year.

The Department has indicated that the request for a \$7.6 million increase for the major highway program reflects the projected contract cost of moving the USH 10 project into the current fiscal year. Additional costs related to the project, such as construction engineering, would be provided within DOT's current budget.

I hope this information is helpful. Please contact me if you have further questions.

JWD/dls  
Attachment

# Master Contract Schedule

FOS as of: 12-Dec-96

## All LET Projects

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
<b>JANUARY 21 - 1997 LETTING</b>								
<b>Enhancements</b>								
01	1997/01/21	14	5990-03-04		LET	ROCK	NON HWY	PHASE 2
05	1997/01/21	14	5355-01-75		LET	LA CROSSE	NON HWY	EAST OF STH 16 NEAR CTH B
<b>Local Bridges</b>								
01	1997/01/21	25	3614-00-74		LET	ROCK	TWN RD	TOWN OF BRADFORD
01	1997/01/21	25	5766-02-71		LET	ROCK	TWN RD	TOWN OF PLYMOUTH
01	1997/01/21	25	5893-00-71		LET	ROCK	TWN RD	TOWN OF SPRING VALLEY
01	1997/01/21	25	5976-00-72		LET	SAUK	TWN RD	TOWN OF FREEDOM
01	1997/01/21	25	5992-05-76		LET	DANE	LOC STR	(NINE SPRINGS CR BR & APP'S)
01	1997/01/21	25	5992-05-86		LET	DANE	LOC STR	(STARKWEATHER CR BR & APP'S)
02	1997/01/21	25	3852-03-71		LET	WAUKESHA	LOC STR	BRIDGE OVER OCONOMOWOC RIVER
05	1997/01/21	25	7366-04-71		LET	JACKSON	CTH F	B-27-967, 3.3 MILES NORTH OF STH 95
06	1997/01/21	25	7863-09-70		LET	CHIPPewa	CTH V	HAY CREEK BRIDGE: B-09-0196
06	1997/01/21	25	8914-01-70	VW	LET	CHIPPewa	TWN RD	BIG DRYWOOD CREEK: B-09-0168
06	1997/01/21	25	8919-01-70	VW	LET	CHIPPewa	TWN RD	BIG DRYWOOD CREEK BRIDGE: B-09-0192
06	1997/01/21	25	8941-01-70	AK	LET	ST. CROIX	TWN RD	DRY RUN CREEK BRIDGE: B-55-0175
06	1997/01/21	25	8941-01-71	AK	LET	ST. CROIX	TWN RD	KINNICKINNIC RIVER BRIDGE: B-55-0167
06	1997/01/21	25	8941-02-72	AK	LET	ST. CROIX	TWN RD	DRY RUN CREEK BRIDGE: B-55-0150
07	1997/01/21	25	9847-02-70		LET	LANGLADE	LOCAL	KNIGHT ROAD
<b>Local Highways</b>								
03	1997/01/21	26	4984-00-87	AG	LET	OUTAGAMIE	LOC STR	CITY OF APPLETON
03	1997/01/21	26	4984-00-89	AG	LET	WINNEBAGO	LOC STR	FORESTVIEW CT - ONEIDA STREET
<b>Major Projects</b>								
01	1997/01/21	32	1111-08-80	BB	LET	DODGE	USH 151	(CTH C - STH 49)
04	1997/01/21	32	1053-10-71		LET	MARATHON	STH 29	(ABBOTSFORD - MARATHON CITY)
<b>SHR - 3R</b>								
01	1997/01/21	33	0631-13-04	BB	LET	DODGE	USH 151	(WAUPUN PRISON WETLAND MITIGATION)
01	1997/01/21	33	1700-01-74	QQ	LET	GREEN	STH 11	(6TH AVENUE WEST INTERCHANGE)

# Master Contract Schedule

## All LET Projects

### January thru June 1997 Lettings

FOS as of: 12-Dec-96

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
01	1997/01/21	33	1700-01-75	QQ	LET	GREEN	STH 11	(SMOCK VALLEY RD - 7TH AVE INTCH)
01	1997/01/21	33	3991-02-03	K	LET	JEFFERSON	USH 12	(MAIN STREET INTERSECTION)
01	1997/01/21	33	3991-02-31	K	LET	JEFFERSON	STH 89	(NORTH THIRD ST - BLACKHAWK DRIVE)
01	1997/01/21	33	3991-02-34	K	LET	JEFFERSON	STH 89	(NORTH THIRD ST - BLACKHAWK DRIVE)
01	1997/01/21	33	5310-01-90		LET	DANE	USH 14	(STH 78 EAST INTERSECTION)
01	1997/01/21	33	6090-06-71	BB	LET	DODGE	STH 49	(WATERTOWN STREET - PLUIM STREET)
01	1997/01/21	33	6090-06-72	BB	LET	DODGE	STH 49	(WATERTOWN STREET - PLUIM STREET)
02	1997/01/21	33	0631-02-77		LET	WALWORTH	NON HWY	JACOBSEN PARCEL
03	1997/01/21	33	1000-03-40		LET	WINNEBAGO		WINNEBAGO COUNTY
03	1997/01/21	33	1000-03-41		LET	CALUMET	STH	CALUMET, OUTAGAMIE & SHAWANO CO.
03	1997/01/21	33	1120-28-90		LET	WINNEBAGO	USH 041	TRAFFIC SIGNALS AT E. RAMP
03	1997/01/21	33	1508-10-71	MS	LET	MANITOWOC	USH 010	CITY OF MANITOWOC
03	1997/01/21	33	4068-03-71		LET	WINNEBAGO	STH 114	GREEN BAY ROAD - HARRISON STREET
03	1997/01/21	33	4100-11-71	MS	LET	MANITOWOC	USH 151	CITY OF MANITOWOC
05	1997/01/21	33	1633-04-71	MG	LET	TREMPEALEAU	USH 53	FROM B-947 NORTHERLY TO B-948
06	1997/01/21	33	1052-04-77		LET	CHIPPEWA	STH 29	ISLAND STREET - BRIDGE STREET
06	1997/01/21	33	8631-01-73	ZZ	LET	DUNN	STH 170	TIFFANY CREEK - SUMMIT STREET
06	1997/01/21	33	8949-03-73	RR	LET	ST. CROIX	USH 12	VILLAGE OF HAMMOND, BROADWAY STREET
06	1997/01/21	33	8949-03-74	RR	LET	ST. CROIX	USH 12	CTH U - USH 63
06	1997/01/21	33	8949-08-61		LET	ST. CROIX	USH 12	USH 63 - EAU GALLE RIVER
07	1997/01/21	33	1007-13-70		LET		VAR	AND REMOVAL
07	1997/01/21	33	9175-03-70		LET	LANGLADE	STH 52	
07	1997/01/21	33	9304-07-60		LET	FLORENCE	STH 101	STATE HIGHWAY REHABILITATION
SHR - State Bridges								
02	1997/01/21	34	1080-00-60	RS	LET	WALWORTH	USH 12	BLOOMFIELD RD. OVER USH 12
02	1997/01/21	34	1080-00-61	RS	LET	WALWORTH	USH 12	CLOVER RD OVER USH 12
02	1997/01/21	34	1080-00-62	RS	LET	WALWORTH	USH 12	COMO ROAD OVER USH 12
02	1997/01/21	34	1080-00-63	RS	LET	WALWORTH	USH 12	SPRINGFIELD ROAD OVER USH 12
02	1997/01/21	34	1080-00-64	RS	LET	WALWORTH	USH 12	CTH B OVER USH 12
05	1997/01/21	34	1633-04-73	MG	LET	TREMPEALEAU	USH 53	B-61-947, 25 MILES N OF STH 54
06	1997/01/21	34	7995-01-54		LET	EAU CLAIRE	LOC ST	WATER ST OVER CHIPPEWA RIVER (BDO)
06	1997/01/21	34	8110-05-70	CC	LET	DUNN	STH 64	BIG BEAVER CREEK BRIDGE**DBE DEMO**

# Master Contract Schedule

FOS as of: 12-Dec-96

## All LET Projects

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
06	1997/01/21	34	8110-05-73	CC	LET	DUNN	STH 64	LITTLE BEAVER CREEK BRIDGE:B-17-157
06	1997/01/21	34	8631-02-71	ZZ	LET	DUNN	STH 170	TIFFANY CREEK BRIDGE:B-17-0132
07	1997/01/21	34	1185-01-60		LET	IRON	USH 2	STATE HWY REHAB MAINT PROJECT
07	1997/01/21	34	9031-09-70		LET	LINCOLN	STH 17	
08	1997/01/21	34	8010-05-72		LET	DOUGLAS	STH 35	ON STH 35 IN PATTISON PARK
<b>SHR - 14R</b>								
01	1997/01/21	37	1001-02-87		LET	DANE	IH 90	(UNION PACIFIC RR - USH 12)
03	1997/01/21	37	1222-06-71		LET	SHEBOYGAN	IH 043	(STH 23 - STH 42)
06	1997/01/21	37	1020-01-61	AJ	LET	ST. CROIX	INT 94	HEGGEN STREET BRIDGE:B-55-0026
06	1997/01/21	37	1020-03-73	RR	LET	ST. CROIX	INT 94	CTH T - RUSH RIVER
06	1997/01/21	37	1020-08-78	AJ	LET	ST. CROIX	INT 94	ST CROIX RIVER - CARMICHAEL ROAD
06	1997/01/21	37	1022-08-61		LET	DUNN	INT 94	EAST & WEST BOUND, STH 25 - STH 124
06	1997/01/21	37	1028-05-77		LET	EAU CLAIRE	INT 94	OTTER CREEK BRIDGE - MALLARD ROAD

JANUARY 21, 1997 LETTING

# Master Contract Schedule

FOS as of: 12-Dec-96

All LET Projects  
January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied	Contr Bid Type	County	Highway	Description (PROJLN2)
<b>FEBRUARY 18, 1997 LETTING</b>								
<b>Enhancements</b>								
02	1997/02/18	14	2715-00-72	LET		WAUKESHA	NON HWY	PHASE II 6.5 MI WAUKESHA-WALES
<b>Local Bridges</b>								
01	1997/02/18	25	3993-00-06	LET	B	JEFFERSON	LOC STR	(ROCK RIVER BRIDGE & APPS)
01	1997/02/18	25	5889-00-71	LET	G	DANE	CTH G	(BR SUGAR RIVER BR & APPS)
01	1997/02/18	25	5987-00-71	LET	G	DANE	CTH PD	(SUGAR RIVER BRIDGE & APPS)
01	1997/02/18	25	6195-00-71	LET		COLUMBIA	CTH Q	ROWAN CREEK BRIDGE & APPS
02	1997/02/18	25	2753-05-71	LET		WAUKESHA	LOC STR	BRIDGE OVER MENOMONEE RIVER
05	1997/02/18	25	5358-09-71	LET		RICHLAND	TWN RD	P-52-921, .5 MILE NORTH OF CTH E
05	1997/02/18	25	7178-03-71	LET		TREMPEALEAU	CTH T	P-61-105, 1.7 MILES SOUTH OF STH 95
06	1997/02/18	25	7842-01-70	LET		CLARK	TWN RD	S.FORK POPPLE RIV BRGS:B-10-148,147
06	1997/02/18	25	7850-01-71	LET		CLARK	TWN RD	BRANCH MIDDLE BRANCH O'NEILL CREEK
08	1997/02/18	25	8799-01-71	LET		RUSK	CTH E	6.5 MI W OF STH 27
<b>Local Highways</b>								
01	1997/02/18	26	3993-00-07	LET	B	JEFFERSON	LOC STR	(NORTH JACKSON AVE-N WATERTOWN AVE)
01	1997/02/18	26	5795-03-71	LET		SAUK	CTH A	(NCPL BARABOO - USH 12)
01	1997/02/18	26	5995-02-03	LET	M	GREEN	LOC STR	(SEVENTH AVENUE INTERSECTION)
01	1997/02/18	26	5995-02-70	LET	M	GREEN	LOC STR	(16TH STREET - 9TH STREET)
01	1997/02/18	26	6195-01-73	LET		COLUMBIA	CTH CS	(USH 51 - STH 22)
02	1997/02/18	26	2723-00-70	LET	JF	WAUKESHA	CTH O	JANESVILLE RD - COLLEGE AVE
02	1997/02/18	26	2723-00-80	LET	JF	WAUKESHA	CTH O	COLLEGE AV - 0.8 KM N OF COLLEGE AV
03	1997/02/18	26	6529-04-71	LET		OUTAGAMIE	CTH E	CTH EE - CTH C
05	1997/02/18	26	5991-09-16	LET		LA CROSSE	CTH MH	BRIGGS RD TO CTH HD
05	1997/02/18	26	7068-02-71	LET		LA CROSSE	CTH T	FR 3.6 MILES E OF USH 53 ELY .189 M
05	1997/02/18	26	7312-04-71	LET		BUFFALO	CTH E	ECPL ALMA TO 2ND ST,2ND ST-STH 35
08	1997/02/18	26	8998-10-71	LET		DOUGLAS	LOC	.6MS NE OF 42ND AVE E & WOODLAWN RD
<b>Major Projects</b>								
04	1997/02/18	32	1526-03-80	LET		WOOD	STH 54	SPRING STREET - 48TH STREET
08	1997/02/18	32	1198-01-93	LET		DOUGLAS	USH 53	2.7 MI N OF SOLON SPGS



Master Contract Schedule  
All LET Projects

FOS as of: 12-Dec-96

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
<b>SHR - 3R</b>								
01	1997/02/18	33	3080-00-74		LET	DANE	USH 12	(VILAS RD - SIGGLEKOW RD)
01	1997/02/18	33	5205-03-71	FF	LET	GRANT	STH 133	(POTOSI - CTH N)
01	1997/02/18	33	5205-03-73	FF	LET	GRANT	STH 133	(USH 61 - BREWERY HOLLOW ROAD)
01	1997/02/18	33	5205-03-77	FF	LET	GRANT	STH 133	(USH 61 - BREWERY HOLLOW ROAD)
01	1997/02/18	33	5206-00-74	FF	LET	GRANT	GRR	(STH 133 - STH 35) PHASE 2
01	1997/02/18	33	5590-02-61		LET	LAFAYETTE	STH 78	(STH 11 - STH 176)
01	1997/02/18	33	5880-00-61		LET	SAUK	USH 12	(IH 90/94 - STH 13)
02	1997/02/18	33	1383-00-70		LET	WASHINGTON	STH 167	LANNON ROAD - PILGRIM ROAD
02	1997/02/18	33	2025-01-71		LET	MILWAUKEE	STH 190	NORTH 2ND STREET - HUMBOLT AVE.
03	1997/02/18	33	4085-11-71	BW	LET	BROWN	STH 032	
03	1997/02/18	33	4095-03-72	BW	LET	BROWN	STH 096	VILLAGE OF GREENLEAF
03	1997/02/18	33	9160-05-72		LET	MARINETTE	STH 064	
04	1997/02/18	33	6054-05-71	FD	LET	MARQUETTE	STH 22	MAIN & MONTELLO STREETS
04	1997/02/18	33	6054-05-73	FD	LET	MARQUETTE	STH 22	CITY OF MONTELLO
04	1997/02/18	33	6054-05-74	FD	LET	MARQUETTE	STH 23	CITY OF MONTELLO
04	1997/02/18	33	6054-06-71	FD	LET	MARQUETTE	STH 22/23	MAIN ST. & MONTELLO ST. INTERSECTION
04	1997/02/18	33	6410-07-75	GS	LET	MARATHON	USH 51	MOORE STREET - KENT STREET
04	1997/02/18	33	6410-07-76	GS	LET	MARATHON	USH 51	MOORE STREET - KENT STREET
04	1997/02/18	33	6410-09-74	GS	LET	MARATHON	USH 51	EAU CLAIRE RIV. BRG. - WAUSAU CTY LIM
04	1997/02/18	33	6410-09-75	GS	LET	MARATHON	USH 51	EAU CLAIRE R. - WAUSAU CTY LIMITS
05	1997/02/18	33	1631-02-71		LET	LA CROSSE	USH 53	USH 53/CTH MH INTCHG WEST OF HOLMEN
05	1997/02/18	33	1644-01-71		LET	LA CROSSE	USH 14	.39 M E OF US 14W ELY. - 55 M E CTH M
05	1997/02/18	33	5881-06-71		LET	MONROE	USH 12	.07 M E OF 26TH DRIVE TO E CO LINE
06	1997/02/18	33	8949-04-76		LET	ST. CROIX	USH 12	STH 128 INTERSECTION
07	1997/02/18	33	1580-11-70		LET	PRICE	USH 8	WEST COUNTY LINE TO PRENTICE
07	1997/02/18	33	1581-12-70		LET	PRICE	USH 8	
07	1997/02/18	33	1600-04-70	VW	LET	ONEIDA	USH 45	
08	1997/02/18	33	1180-18-71	SP	LET	DOUGLAS	USH 2	.18 M E OF CTH U - MAIN ST.
08	1997/02/18	33	1180-20-71	SP	LET	DOUGLAS	USH 2	USH 53 - SNOOKEY RD
08	1997/02/18	33	8010-20-71		LET	BURNETT	STH 35	FR ST. CROIX BR TO NCL
08	1997/02/18	33	8090-01-71		LET	BARRON	STH 25	QUADERERS CREEK BR N TO USH 8

# Master Contract Schedule

FOS as of: 12-Dec-96

## All LET Projects

### January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
08	1997/02/18	33	8840-10-71		LET	POLK	STH 87	FR PT .25 MI N CTH G TO 270TH ST
<b>SHR - State Bridges</b>								
01	1997/02/18	34	5205-03-72	FF	LET	GRANT	STH 133	(POTOSI - CTH N)
02	1997/02/18	34	1080-02-71		LET	WALWORTH	USH 12	USH 12 OVER STH 11 EB & WB
04	1997/02/18	34	6054-05-72	FD	LET	MARQUETTE	STH 22	(CITY OF MONTELLO)
04	1997/02/18	34	6410-09-71	GS	LET	MARATHON	BUS 51	CITY OF SCHOFIELD
05	1997/02/18	34	5881-06-73		LET	MONROE	USH 12	B-935,936,937 FR TOMAH ELY TO CO LN
07	1997/02/18	34	1600-10-70	WW	LET	ONEIDA	USH 45	
07	1997/02/18	34	9015-08-70		LET	LANGLADE	STH 64	
<b>SHR - I4R</b>								
01	1997/02/18	37	1001-02-76		LET	DANE	IH 90	(BADGER INTERCHANGE - UP R/R CO)
06	1997/02/18	37	1020-08-62		LET	ST. CROIX	IH 94	WEST BOUND ST CROIX RIV: B-55-0061

FEBRUARY 18, 1997 LETTING

# Master Contract Schedule

FOS as of: 12-Dec-96

## All LET Projects

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Bid Type	County	Highway	Description (PROJLN2)
<b>MARCH 1997 LETTING</b>								
<b>Enhancements</b>								
02	1997/03/18	14	2075-02-71	RF	LET	MILWAUKEE	STH 794	E COLLEGE TO E LAYTON
<b>Local Bridges</b>								
01	1997/03/18	25	5691-01-71	LET	LET	GRANT	TWN RD	TOWN OF NORTH LANCASTER
01	1997/03/18	25	5979-01-72	LET	LET	GRANT	TWN RD	TOWN OF PARIS
01	1997/03/18	25	5992-03-59	MM	LET	DANE	CTH MM	(NINE SPRINGS CR BRIDGE)(B-13-955)
03	1997/03/18	25	9056-01-71	MC	LET	MARINETTE	TWN RD	BEAVER CREEK BRIDGE AND APPROACHES
03	1997/03/18	25	9188-03-71	MC	LET	MARINETTE	TWN RD	BUNDY CREEK BRIDGE AND APPROACHES
03	1997/03/18	25	9345-01-71	MC	LET	MARINETTE	CTH D	TROUT CREEK BRIDGE & APPROACHES
04	1997/03/18	25	6677-03-71	IO	LET	MARATHON	LOC	CARLSON CREEK CROSSING
04	1997/03/18	25	6691-00-71	IO	LET	MARATHON	LOC	LITTLE EAU CLAIRE RIVER CROSSING
04	1997/03/18	25	9490-06-71	IO	LET	MARATHON	LOC	W.FORK LITTLE RIB RIVER
04	1997/03/18	25	9516-00-72	IO	LET	MARATHON	LOC LOC	TOWN OF HARRISON
04	1997/03/18	25	9528-08-71	IO	LET	MARATHON	LOC	E.BR.BIG SANDY CREEK CROSSING
05	1997/03/18	25	5045-09-71	LET	LET	RICHLAND	TWN RD	P-52-902, 1.3 MILES SOUTH OF CTH A
05	1997/03/18	25	5358-08-71	LET	LET	RICHLAND	TWN RD	P-52-168, 1 MILE NORTH OF CTH E
05	1997/03/18	25	5367-06-71	LET	LET	RICHLAND	TWN RD	P-52-960, 1 MILE SOUTH OF CTH U
05	1997/03/18	25	7276-05-71	LET	LET	TREMPEALEAU	TWN RD	P-61-164, 1.1 MILES WEST OF STH 93
06	1997/03/18	25	8900-06-73	LET	LET	TAYLOR	CTH D	SILVER CREEK BRIDGE: B-60-0005
08	1997/03/18	25	8374-02-71	LET	LET	BURNETT	TWN RD	TOWN OF SIREN
08	1997/03/18	25	8385-03-71	LET	LET	DOUGLAS	TWN	2.8 MI W STH 35 ON KINGSDALE RD
08	1997/03/18	25	8385-04-71	LET	LET	DOUGLAS	TWN	1.7 MI W OF STH 35 ON KINGSLAND RD
08	1997/03/18	25	8391-02-71	CL	LET	DOUGLAS	TWN	1.6 MI N OF CTHV, SWAMP ROAD
08	1997/03/18	25	8391-03-71	CL	LET	DOUGLAS	LOC RD	TWN OF OAKLAND/CLARA BARTON RD
08	1997/03/18	25	8394-02-71	LET	LET	DOUGLAS	TWN	.7 MI W OF STH 35, CHAFFEY FOXBORO
08	1997/03/18	25	8780-01-71	LET	LET	SAWYER	CTH B	.7 MI W OF CTH W
<b>Local Highways</b>								
01	1997/03/18	26	3607-05-72	LET	LET	JEFFERSON	CTH V	(OWEN STREET - CTH B)
01	1997/03/18	26	5992-03-54	MM	LET	DANE	CTH MM	(MCCOY ROAD - RIMROCK ROAD)
02	1997/03/18	26	2100-05-70	LET	LET	MILWAUKEE	LOC STR	W TOWNSEND AVE TO W HOPKINS STREET

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02	1997/03/18	26	2100-07-70		LET	MILWAUKEE	LOC STR	LAKE FIELD DR. TO LINCOLN
02	1997/03/18	26	2813-03-71		LET	RACINE	CTH W	STH 11 TO FOX RIVER
03	1997/03/18	26	4332-03-72		LET	MANITOWOC	CTH B	
03	1997/03/18	26	4677-04-71	OA	LET	OUTAGAMIE	CTH OO	CITY OF APPLETON (CHANNELIZATION)
03	1997/03/18	26	4984-00-79	OA	LET	OUTAGAMIE	CTH OO	RICHMOND STREET - MEADE STREET
03	1997/03/18	26	4985-00-22		LET	BROWN	CTH H	STH 32 - NORTH CORPORATE LIMITS
03	1997/03/18	26	4992-00-33		LET	WINNEBAGO	LOC STR	STH 47 - E CITY LIMITS
03	1997/03/18	26	4996-00-81		LET	SHEBOYGAN	LOC STR	SOUTH 14TH STREET-NORTH 7TH STREET
05	1997/03/18	26	7026-01-71		LET	JACKSON	CTH N	ALECKSON & WORTMAN RD NELY 1.8 M
06	1997/03/18	26	7826-03-71		LET	EAU CLAIRE	CTH Z	WEST COUNTY LINE - STH 37
08	1997/03/18	26	8329-04-71		LET	BARRON	LOC	SAWYER ST (CTH C) AT RICE LK BR
08	1997/03/18	26	8819-01-71	BB	LET	BURNETT	CTH H	CTH H
08	1997/03/18	26	8819-02-71	BB	LET	BURNETT	CTH A	CTH A
<b>SHR - 3R</b>								
01	1997/03/18	33	3300-01-72	D	LET	JEFFERSON	STH 89	(CTH V INTERSECTION)
01	1997/03/18	33	3300-02-71	D	LET	JEFFERSON	STH 89	(MADISON STREET - CTH V)
01	1997/03/18	33	5350-00-71	DB	LET	ROCK	USH 51	(ILLINOIS STATE LINE - EMERSON ST)
01	1997/03/18	33	5350-00-73	DB	LET	ROCK	USH 51	(STATE STREET - PLEASANT STREET)
01	1997/03/18	33	5556-00-63		LET	DANE	VAR HWY	VARIOUS DANE COUNTY LOCATIONS
01	1997/03/18	33	6050-02-71		LET	COLUMBIA	STH 22	(STH 33 - NORTH COUNTY LINE)
02	1997/03/18	33	1000-05-70		LET	MILWAUKEE	STH VAR	DISTRICT WIDE PROGRAM(NHS)
02	1997/03/18	33	1114-05-70	DJ	LET	FOND DU LAC	STH 26	STH 151 - SO.VILL.ROSENDALE LIM.
02	1997/03/18	33	1114-05-74	DJ	LET	FOND DU LAC	STH 26	PROFILE CNABGE N OF WILLOW CREEK RD
02	1997/03/18	33	1430-04-70	RC	LET	FOND DU LAC	STH 23	ARCADE RD. - UNION ST.
02	1997/03/18	33	1430-05-70	RC	LET	FOND DU LAC	STH 23	WEST CITY LIMITS - ARCADE ROAD
02	1997/03/18	33	2012-07-60		LET	WASHINGTON	STH 175	SLINGER TO CTH K
02	1997/03/18	33	2075-01-71	RF	LET	MILWAUKEE	STH 794	COLLEGE AVE. TO LAYTON AVE.
02	1997/03/18	33	2302-04-70		LET	WASHINGTON	STH 167	CTH J TO WSOR RR
02	1997/03/18	33	2340-01-70	JN	LET	RACINE	STH 20	STH 36 TO CTH D***DBE DEMO***
03	1997/03/18	33	1440-04-90		LET	SHEBOYGAN	STH 023	STH 32 - 29TH STREET
03	1997/03/18	33	1480-11-71	KE	LET	BROWN	STH 057	GREEN BAY - DYCKESVILLE ROAD
03	1997/03/18	33	1590-02-71		LET	MARINETTE	USH 008	WCL - DUNBAR

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03	1997/03/18	33	4085-16-90	CB	LET	BROWN	STH 032	VILLAGE OF PULASKI
03	1997/03/18	33	4125-01-71	KE	LET	BROWN	STH 029	
03	1997/03/18	33	4130-04-72	KE	LET	KEWAUNEE	STH 054	STUMP ROAD - LUXEMBURG
03	1997/03/18	33	4130-04-73	KE	LET	KEWAUNEE	STH 054	VILLAGE OF LUXEMBURG
03	1997/03/18	33	4532-04-71	SP	LET	SHEBOYGAN	STH 067	MILL ST. - SUHRKE RD.
03	1997/03/18	33	4532-05-71	SP	LET	SHEBOYGAN	STH 067	PROSPECT ST. - MILL ST.
03	1997/03/18	33	6230-04-71	OB	LET	OUTAGAMIE	STH 054	
03	1997/03/18	33	6230-04-72	OB	LET	OUTAGAMIE	STH 054	STH 47 - SPRUCE ST. INTERSECTION
03	1997/03/18	33	9210-05-71	CB	LET	BROWN	STH 054	PLEASANT LANE - COUNTRY CLUB RD.
04	1997/03/18	33	5013-02-71	UC	LET	JUNEAU	STH 80	STH 33/82-ELROY STREET
04	1997/03/18	33	5013-02-76		LET	JUNEAU	STH 80	ELROY
04	1997/03/18	33	5013-02-77		LET	JUNEAU	STH 80	UNION CENTER
05	1997/03/18	33	1647-05-61	SC	LET	VERNON	USH 14	FR STH 131 READSTOWN ELY 5.63 MILES
05	1997/03/18	33	1647-05-62	SC	LET	RICHLAND	USH 14	VERNON CO LN ELY TO STH 171@ BOAZ
05	1997/03/18	33	5541-04-60	SC	LET	CRAWFORD	STH 27	RADIO LANE NLY TO .18 M S STH 179
06	1997/03/18	33	8999-00-33	FF	LET	ST. CROIX	INT 94	WISCONSIN TRAVEL INFORMATION CENTER
07	1997/03/18	33	9250-09-70	FL	LET	IRON	STH 77	MONTREAL - HURLEY, MONTREAL CITY
07	1997/03/18	33	9250-09-71	FL	LET	IRON	STH 77	HURLEY UTILITIES
07	1997/03/18	33	9250-09-72	FL	LET	IRON	STH 77	MONTREAL UTILITIES
08	1997/03/18	33	1580-15-71		LET	RUSK	USH 8	0.32 KM W OF CTH B TO ECL
08	1997/03/18	33	1610-15-71	RC	LET	BAYFIELD	STH 13	REDCLIFF AT INT BLUEBERRY RD - CTHK
08	1997/03/18	33	8072-03-72		LET	POLK	STH 46	ARLINGTON AVE - USH 8
08	1997/03/18	33	8160-05-71	RC	LET	BAYFIELD	STH 13	FR WASHBURN 11.1 MI NORTH
SHR - State Bridges								
01	1997/03/18	34	5350-00-72	DB	LET	ROCK	USH 51	(TURTLE CREEK BRIDGE)
02	1997/03/18	34	1114-05-72	DJ	LET	FOND DU LAC	STH 26	STRUCTURE B-20-121 AND APPROACHES
02	1997/03/18	34	2340-00-70	JN	LET	RACINE	STH 20	WIND LAKE DRAINAGE BRIDGE
03	1997/03/18	34	1130-09-60	BP	LET	BROWN	USH 041	
03	1997/03/18	34	1211-09-60	BP	LET	BROWN	STH 172	
03	1997/03/18	34	4130-04-71	KE	LET	KEWAUNEE	STH 054	SCHOOL CREEK BRIDGES (3)
03	1997/03/18	34	4984-01-62	BP	LET	OUTAGAMIE	LOC STR	CITY OF APPLETON
04	1997/03/18	34	5013-02-74	UC	LET	JUNEAU	STH 80	BRIDGE REPLACEMENTS

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08	1997/03/18	34	1610-10-71	AB	LET	ASHLAND	STH 13	.06 MI S OF JUNCTION STH 77
08	1997/03/18	34	1610-11-71	AB	LET	ASHLAND	STH 13	.60 MI S OF VILL OF GLIDDEN
08	1997/03/18	34	1610-12-71	AB	LET	ASHLAND	STH 13	1.8 MI S OF VILL OF GLIDDEN
08	1997/03/18	34	8010-11-71	AB	LET	DOUGLAS	STH 35	1 MI S OF STH 105
08	1997/03/18	34	8530-06-71	AB	LET	ASHLAND	STH 77	NEAR CLAM LAKE
08	1997/03/18	34	8530-07-71	AB	LET	SAWYER	STH 77	1.7 MI W OF CTH S
08	1997/03/18	34	8680-02-71	LET	LET	DOUGLAS	USH 2	LOCATED ON CENTER SPAN OF BRIDGE
<b>SHR - I4R</b>								
03	1997/03/18	37	1221-06-60	BP	LET	SHEBOYGAN	IH 043	CTH KK BRIDGE
06	1997/03/18	37	1020-08-76	FF	LET	ST. CROIX	INT 94	ST CROIX RIVER - CARMICHAEL ROAD
<b>Traffic Projects</b>								
03	1997/03/18	38	0083-02-72	LET	LET	BROWN	USH 041	CTH F - CTH B
<b>MARCH 18, 1997 LETTING</b>								

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<b>APRIL 15, 1997 LETTING</b>								
<b>Enhancements</b>								
01	1997/04/15	14	5992-01-09	B	LET	DANE	NON HWY	(BELD ST - JOHN NOLEN DR)
01	1997/04/15	14	5992-01-10	B	LET	DANE	NON HWY	(ORCHARD ST - BELD ST)
01	1997/04/15	14	5992-01-12		LET	DANE	NON HWY	E JOHNSON-N THORNTON AVE
01	1997/04/15	14	5992-06-26		LET	DANE	NON HWY	INTERCHANGE AREA BIKE PATH (DIS)
01	1997/04/15	14	5992-06-27		LET	DANE	NON HWY	AND PACKERS AVENUE - SHOPKO DRIVE
<b>Local Bridges</b>								
01	1997/04/15	25	3630-00-71		LET	JEFFERSON	LOC STR	VILLAGE OF JOHNSON CREEK
01	1997/04/15	25	5992-05-18		LET	DANE	LOC ST	YAHARA RIVER BR & APP'S (B-13-482)
01	1997/04/15	25	6721-00-72		LET	COLUMBIA	CTH U	(BARABOO RIVER BRIDGE & APPS)
02	1997/04/15	25	2545-04-74		LET	MILWAUKEE	CTH E	REHAB BRIDGE OVER MILWAUKEE RIVER
02	1997/04/15	25	2615-04-72		LET	MILWAUKEE	LOC STR	S 16TH ST - S MUSKEGO AVE
03	1997/04/15	25	4472-03-71	AD	LET	CALUMET	CTH Y	KILLSNAKE RIVER BRIDGE & APPR.
03	1997/04/15	25	4502-03-71	AD	LET	CALUMET	CTH Y	MANITOWOC RIVER BRIDGE & APPROACHES
03	1997/04/15	25	9005-01-71	BD	LET	OCONTO	TWN RD	PENSAUKEE RIVER BRIDGE & APPROACHES
03	1997/04/15	25	9021-05-71	BD	LET	OCONTO	CTH A	KELLY BROOK BRIDGE & APPROACHES
03	1997/04/15	25	9049-02-71	MA	LET	MARINETTE	CTH O	N. BRANCH PEMEBONWON R. BR. & APP.
03	1997/04/15	25	9063-06-71		LET	MARINETTE	CTH X	PESHTIGO RIVER FLOWAGE BR. & APPR.
03	1997/04/15	25	9255-03-71	MA	LET	MARINETTE	TWN RD	N. BRANCH PIKE RIVER BRIDGE & APP.
03	1997/04/15	25	9255-04-71	MA	LET	MARINETTE	TWN RD	N. BRANCH PIKE RIVER BR. & APPR.
03	1997/04/15	25	9269-03-71	BD	LET	BROWN	LOC STR	MOUNTAIN BAYTRAIL CULVERT AND APPR.
04	1997/04/15	25	6407-01-71		LET	ADAMS	LOC	CNW RAILROAD CROSSING
04	1997/04/15	25	6903-01-71		LET	WAUPACA	LOC	WALLA WALLA CREEK CROSSING
05	1997/04/15	25	5288-05-71	CN	LET	VERNON	CTH P	P-62-963, .1 MILE SOUTH OF CTH I
05	1997/04/15	25	7026-02-71	JC	LET	JACKSON	CTH N	B-27-968, .2 MILE WEST OF STH 54
05	1997/04/15	25	7100-02-72		LET	MONROE	CTH B	P-41-22, .2 MILE SOUTH OF CTH II
05	1997/04/15	25	7337-02-71	JC	LET	JACKSON	CTH C	P-27-942, .2 MILE EAST OF CTH N
05	1997/04/15	25	7338-01-71		LET	JACKSON	CTH D	B-27-399, 1.2 MILES WEST OF CTH H
06	1997/04/15	25	8887-08-70		LET	TAYLOR	CTH T	BLACK RIVER BRIDGE: B-60-0011
06	1997/04/15	25	8889-01-70		LET	TAYLOR	CTH A	PINE CREEK BRIDGE: B-60-0046
06	1997/04/15	25	8890-01-70		LET	TAYLOR	TWN RD	LITTLE BLACK RIVER BRIDGE: B-60-0078

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06	1997/04/15	25	8895-01-70		LET	TAYLOR	TWN RD	FISHER RIVER BRIDGE: B-60-0081
06	1997/04/15	25	8899-01-70	AN	LET	TAYLOR	TWN RD	SILVER CREEK BRIDGE: B-60-0079
06	1997/04/15	25	8918-01-71		LET	CHIPPewa	TWN RD	DUNCAN CREEK BRIDGE: B-09-0194
06	1997/04/15	25	8926-07-70		LET	DUNN	CTH K	ANNIS CREEK BRIDGE: B-17-0161
06	1997/04/15	25	9545-01-70	AN	LET	TAYLOR	TWN RD	RIB RIVER BRIDGE: B-60-0080
08	1997/04/15	25	8330-01-71	A	LET	BARRON	TWN RD	TOWN OF SIOUX CREEK
08	1997/04/15	25	8333-01-71	A	LET	BARRON	TWN RD	TOWN OF SUMNER
08	1997/04/15	25	8335-01-71		LET	BARRON	TWN RD	TOWN OF VANCE CREEK
08	1997/04/15	25	8395-03-71		LET	DOUGLAS	LOC	2 MI E OF JCT STH 35
08	1997/04/15	25	8738-02-71		LET	DOUGLAS	CTH FF	1.2 MI W OF JCT CTH H
08	1997/04/15	25	8826-01-71	A	LET	BARRON	CTH D	CTH D
08	1997/04/15	25	9953-02-71		LET	ASHLAND	TWN	.6 MI W OF JCT CHT N
Local Highways								
01	1997/04/15	26	5849-00-59		LET	DANE	CTH PD	(SEMINOLE HWY - YARMOUTH GREENWAY)
01	1997/04/15	26	5989-01-05	P	LET	ROCK	LOC STR	(STH 81 INTERSECTION)
01	1997/04/15	26	5989-02-05	P	LET	ROCK	LOC STR	(STH 81 INTERSECTION)
01	1997/04/15	26	5992-01-19	B	LET	DANE	NON HWY	(FISH HATCHERY RD - OLIN AVENUE)
02	1997/04/15	26	2545-04-71		LET	MILWAUKEE	LOC STR	N SHERMAN BLVD - N TEUTONIA AVE
02	1997/04/15	26	2696-02-71		LET	OZAUKEE	LOC STR	VISTA VIEW DR - CHATEAU DR
03	1997/04/15	26	4009-02-71		LET	CALUMET	CTH BB	
03	1997/04/15	26	4987-01-37	AC	LET	BROWN	LOC STR	EAST MASON STREET - DECKNER STREET
03	1997/04/15	26	4987-01-41	AC	LET	BROWN	LOC STR	UNIVERSITY AVE. & FRED ST. INTERS.
03	1997/04/15	26	9995-00-22		LET	MARINETTE	LOC STR	SIXTH STREET - DOUSMAN STREET
04	1997/04/15	26	6964-00-71		LET	WOOD	LOC LOC	STH 54 - SOUTH BIRON DRIVE
05	1997/04/15	26	5288-05-72	CN	LET	VERNON	CTH P	P-62-963.1 M S CTH I/BR APPROACH
05	1997/04/15	26	5495-02-71		LET	CRAWFORD	CTH K	FR PDC NCPL TO LIMERY ROAD
05	1997/04/15	26	5991-05-85		LET	LA CROSSE	LOC ST	STATE RD(STH 33)-MADISON STREET
06	1997/04/15	26	7995-01-20		LET	EAU CLAIRE	LOC ST	PINE PLACE - MALDEN AVENUE
06	1997/04/15	26	8900-06-72		LET	TAYLOR	CTH D	SMITH DRIVE - YELLOW RIVER ROAD
06	1997/04/15	26	8939-03-70		LET	ST. CROIX	CTH I	CTH A - 132ND AVENUE
06	1997/04/15	26	8999-00-38		LET	ST. CROIX		WISCONSIN STREET - ST CROIX STREET
08	1997/04/15	26	8170-20-71		LET	SAWYER	LOC RD	INTERSECTIONS OF STH 70 & TWN RDS



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08	1997/04/15	26	8357-02-71	LET	LET	BAYFIELD	LOC RD	0.15 MI N OF STH 13
08	1997/04/15	26	8737-04-71	LET	LET	BAYFIELD	CTH H	CTH H
<b>SHR - 3R</b>								
01	1997/04/15	33	1001-02-82	LET	LET	ROCK	IH 90	SAFETY REST AREA #18
01	1997/04/15	33	1411-01-72	A	LET	DODGE	STH 33	(USH 151 INTERCHANGE AREA)
01	1997/04/15	33	1411-01-73	A	LET	DODGE	STH 33	(MONROE STREET - USH 151)
01	1997/04/15	33	1411-01-74	A	LET	DODGE	STH 33	(USH 151 INTERCHANGE AREA)
01	1997/04/15	33	5135-04-71	LET	LET	GRANT	STH 80	(CATHERINE STREET - RIVER ROAD)
01	1997/04/15	33	5280-00-60	LET	LET	DANE	STH 113	(STH 19 - CTH V)
01	1997/04/15	33	5290-01-62	LET	LET	DANE	STH 19	(HELLENBRAND ROAD INTERSECTION)
01	1997/04/15	33	5989-05-10	P	LET	ROCK	STH 81	(STH 81 INTERSECTION)
02	1997/04/15	33	2130-07-70	LET	LET	MILWAUKEE	USH 41	METRO CENTER (GOOD HOPE INTER.)
03	1997/04/15	33	1498-01-71	MR	LET	MARINETTE	USH 141	N JCT USH 8 - S CORP LIMITS NIAGARA
03	1997/04/15	33	1498-01-72	MR	LET	MARINETTE	USH 141	S CORP L NIAGARA - MICH STATE LINE
05	1997/04/15	33	1021-08-76	LET	LET	JACKSON	INT 94	RA #54, 6.2 MILES WEST OF MILLSTON
05	1997/04/15	33	5120-03-71	LET	LET	LA CROSSE	STH 33	FR 26 TH ST TO EAST CORP. LIMITS
05	1997/04/15	33	7730-06-61	BC	LET	BUFFALO	STH 88	STH 121 AT GILMANTON NLY TO STH 37
05	1997/04/15	33	7735-05-61	BC	LET	BUFFALO	STH 121	FROM STH 88 EASTERLY TO CTH H
05	1997/04/15	33	7737-02-61	BC	LET	TREMPEALEAU	STH 121	FR CTH V EASTERLY TO CTH BB
06	1997/04/15	33	8640-02-70	GG	LET	DUNN	STH 79	CTH O INTERSECTION
07	1997/04/15	33	9050-09-70	GG	LET	ONEIDA	STH 47	USH 51 - NORTH COUNTY LINE
07	1997/04/15	33	9050-09-71	GG	LET	ONEIDA	USH 51	TOWN OF WOODRUFF
08	1997/04/15	33	0631-08-81	LET	LET	BURNETT		LAURITSEN SITE
<b>SHR - State Bridges</b>								
01	1997/04/15	34	1111-02-61	LET	LET	DANE	USH 151	(MAIN STREET UNDERPASS)
01	1997/04/15	34	5310-00-60	LET	LET	DANE	USH 14	(BLACK EARTH CREEK BRIDGE)
01	1997/04/15	34	5680-00-62	LET	LET	SAUK	STH 60	(WILSON CREEK & VALLEY CREEK BRIDGES)
02	1997/04/15	34	4060-04-71	LET	LET	WASHINGTON	STH 28	E BRANCH MILW RVR BRDG & APPROACHES
05	1997/04/15	34	1633-01-62	LET	LET	LA CROSSE	STH 35	B-32-67, BN R/R UNDER, 7 MI N I-90
05	1997/04/15	34	7133-02-60	LET	LET	TREMPEALEAU	STH 93	B-61-52, 38 MILE NORTH OF CTH VV
05	1997/04/15	34	7730-03-71	LET	LET	BUFFALO	STH 88	B-06-924, 1.5 MILES NORTH OF CTH O

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<b>SHR - I4R</b>								
01	1997/04/15	37	1001-02-63		LET	DANE	IH 90	(CTH AB OVERPASS)
01	1997/04/15	37	1001-02-65		LET	ROCK	IH 90	VARIOUS BRIDGES, JAMESVILLE AREA
01	1997/04/15	37	1001-03-62		LET	DANE	IH 90	(CTH N OVERPASS)
01	1997/04/15	37	1002-02-61		LET	DANE	IH 90	(CTH MN UNDERPASS)
01	1997/04/15	37	1002-02-62		LET	DANE	IH 90	(CHURCH STREET OVERPASS) B-13-144
02	1997/04/15	37	1030-06-62		LET	MILWAUKEE	INT 94	I 94 BRIDGE OVER 6TH & WASHINGTON
04	1997/04/15	37	6638-03-71		LET	JUNEAU	CTH 'HH'	(OVER I-90)
05	1997/04/15	37	1021-02-61		LET	JACKSON	INT 90/94	B-27-36, 25, B-41-28, 26, 35
05	1997/04/15	37	1021-02-62		LET	JACKSON	INT 94	B-27-37, 38 B-41-74, 75
<b>Traffic Projects</b>								
02	1997/04/15	38	0082-01-76		LET			VARIOUS HIGHWAYS
02	1997/04/15	38	0082-02-97		LET			VARIOUS HIGHWAYS
02	1997/04/15	38	0082-03-97		LET	MILWAUKEE		VARIOUS STH
02	1997/04/15	38	0082-19-73		LET	WASHINGTON		USH/STH 41, 60, 100, 181
04	1997/04/15	38	0084-01-55	AW	LET	WOOD	STH 13/73	PAVEMENT MARKING
04	1997/04/15	38	0084-01-56	AW	LET		VAR	DISTRICT WIDE
06	1997/04/15	38	0089-09-66		LET	EAU CLAIRE	USH 12	FOLSOM STREET - STH 124

APRIL 15, 1997 LETTING

# Master Contract Schedule

## All LET Projects

January thru June 1997 Lettings

FOS as of: 12-Dec-96

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
<b>MAY 20, 1997 LETTING</b>								
<b>Local Bridges</b>								
01	1997/05/20	25	3631-00-71	LET	JEFFERSON	TWN RD	TWN RD	TOWN OF COLD SPRING
01	1997/05/20	25	3635-02-73	LET	JEFFERSON	TWN RD	TWN RD	TOWN OF IXONIA
02	1997/05/20	25	2697-03-73	LET	OZAUKEE	LOC STR	LOC STR	BRIDGE OVER PIGEON CREEK
02	1997/05/20	25	3852-02-74	LET	WAUKESHA	LOC STR	LOC STR	TWIN BRIDGES OVER OCONOMOWOC RIVER
03	1997/05/20	25	4296-04-71	LET	SHEBOYGAN	CTH W	CTH W	UNION RIVER BRIDGE AND APPROACHES
03	1997/05/20	25	4317-02-71	LET	MANITOWOC	TWN RD	TWN RD	FWW RAILROAD BRIDGE
03	1997/05/20	25	4397-01-71	LET	KEWAUNEE	CTH G	CTH G	EAST TWIN RIVER BRIDGE
05	1997/05/20	25	5016-02-71	LET	MONROE	TWN RD	TWN RD	B-41-881, 1 MILE EAST OF STH 27
05	1997/05/20	25	5048-07-72	LET	RICHLAND	TWN RD	TWN RD	P-52-925, 1.2 MILES EAST OF CTH X
05	1997/05/20	25	7001-04-71	LET	MONROE	TWN RD	TWN RD	P-41-975, 5 MILE WEST OF CTH H
05	1997/05/20	25	7353-04-71	LET	TREMPEALEAU	CTH X	CTH X	B-61-27, 1.8 MILES WEST OF CTH XX
05	1997/05/20	25	7353-05-71	LET	TREMPEALEAU	CTH X	CTH X	P-61-943, 3.1 MILES WEST OF CTH XX
07	1997/05/20	25	9870-01-70	LET	ONEIDA	TWN RD	TWN RD	RIVER ROAD
<b>Local Highways</b>								
01	1997/05/20	26	3677-00-75	LET	DANE	CTH BB	CTH BB	(SPRECHER ROAD INTERSECTION)
01	1997/05/20	26	5135-02-74	LET	GRANT	CTH I	CTH I	(USH 18 - NORTH COUNTY LINE)
01	1997/05/20	26	5992-03-48	LET	DANE	LOC STR	LOC STR	(MINERAL POINT RD - WATTS RD)
02	1997/05/20	26	1000-21-85	LET	MILWAUKEE	VAR CTH	VAR CTH	TRAFFIC SIGNAL INTERCONNECTION PH 2
02	1997/05/20	26	2160-08-70	LET	MILWAUKEE	CTH U	CTH U	W PARKVIEW DR - GRANGE AVE
02	1997/05/20	26	2185-06-92	LET	MILWAUKEE	LOC STR	LOC STR	LADISH AVE / WANDA AVE INTERSECTION
02	1997/05/20	26	2505-05-70	LET	MILWAUKEE	LOC STR	LOC STR	W HOWARD AVE TO W OKLAHOMA AVENUE
02	1997/05/20	26	2545-03-70	LET	MILWAUKEE	LOC STR	LOC STR	N PT WASHINGTON RD-SANTA MONICA BVD
02	1997/05/20	26	2752-00-71	LET	WAUKESHA	CTH W	CTH W	PILGRIM RD - EAST COUNTY LINE
02	1997/05/20	26	2804-04-71	LET	RACINE	CTH K	CTH K	USH 45 - CTH U
02	1997/05/20	26	2981-02-70	LET	MILWAUKEE	LOC STR	LOC STR	108TH ST (STH 100) - 109TH ST EXT
02	1997/05/20	26	2984-16-70	LET	MILWAUKEE	LOC STR	LOC STR	SOUTH CITY LIMITS - W WELLS STREET
04	1997/05/20	26	6898-03-71	LET	WAUPACA	LOC LOC	LOC LOC	STH54 - CTH K
08	1997/05/20	26	8798-05-72	LET	RUSK	CTH D	CTH D	E OF CTH E; TOWNSHIP OF WASHINGTON
08	1997/05/20	26	8813-01-72	LET	WASHBURN	CTH D	CTH D	USH 63 TO OLD CTH D SOUTH

# Master Contract Schedule

FOS as of: 12-Dec-96

All LET Projects

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied	Bid	County	Highway	Description (PROJLN2)
<b>Rail/Hwy Crossing</b>								
02	1997/05/20	27	3736-01-71		LET	KENOSHA	LOC STR	CP/SOO LINE RR CROSSING IMPROVEMENT
<b>SHR - 3R</b>								
01	1997/05/20	33	5341-00-60		LET	ROCK	STH 81	(STH 13 - IH 39)
01	1997/05/20	33	6130-00-60		LET	COLUMBIA	STH 16	TEUT ROAD TO STH 20 (3R WORK)
02	1997/05/20	33	2240-10-70		LET	RACINE	STH 36	(SHRM)
04	1997/05/20	33	6180-10-68		LET	WAUSHARA	STH 21	HELGERSON RD, MT STERLING NLY-CO LN
05	1997/05/20	33	5543-02-60	MV	LET	CRAWFORD	STH 27	FR VERNON/CRAWFORD LN NLY TO USH 14
05	1997/05/20	33	5543-02-61	MV	LET	VERNON	STH 27	REST AREA #33 SOUTHBOUND
08	1997/05/20	33	1190-36-72		LET	BARRON	USH 53	
<b>SHR - State Bridges</b>								
01	1997/05/20	34	5245-01-61		LET	IOWA	STH 23	(BREWERY CREEK BRIDGE)
04	1997/05/20	34	1163-40-66	DM	LET	PORTAGE	USH 51	USH 51 & CTH'B INTERCHANGE
04	1997/05/20	34	1163-42-66	DM	LET	PORTAGE	USH 51 NB	OVER DEL MONTE RR TRACK
04	1997/05/20	34	1163-43-66	DM	LET	PORTAGE	USH 51 SB	USH 51 OVER RESERVE ST
04	1997/05/20	34	1163-44-66	DM	LET	MARATHON	CTH WW	B-37-111
06	1997/05/20	34	1550-00-75		LET	ST. CROIX	STH 64	WISCONSIN APPROACHES
<b>SHR - I4R</b>								
01	1997/05/20	37	1001-01-68		LET	ROCK	IH 90	(ROCK RIVER BRIDGES)
<b>Traffic Projects</b>								
02	1997/05/20	38	0082-02-96		LET	MILWAUKEE		VARIOUS FREEWAYS
02	1997/05/20	38	0082-13-03		LET	WAUKESHA		VARIOUS STH

MAY 20, 1997 LETTING

# Master Contract Schedule All LET Projects

FOS as of: 12-Dec-96

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Contr Bid Type	County	Highway	Description (PROJLN2)
<b>JUNE 17, 1997 LETTING</b>							
<b>Local Bridges</b>							
01	1997/06/17	25	5682-01-71	LET	IOWA	TWN RD	TOWN OF HIGHLAND
02	1997/06/17	25	2100-07-72	LET	MILWAUKEE	LOC STR	JACKSON PK OVERPASS
02	1997/06/17	25	2505-00-71	LET	MILWAUKEE	LOC STR	UNION PACIFIC UNDERPASS
02	1997/06/17	25	4822-03-73	LET	OZAUKEE	CTH LL	BRIDGE OVER SAUK RIVER
03	1997/06/17	25	4312-03-71	LET	MANITOWOC	TWN RD	EAST TWIN RIVER BRIDGE & APPROACHES
03	1997/06/17	25	4475-03-71	LET	CALUMET	TWN RD	HARBOR ROAD - POINT BEACH ROAD
04	1997/06/17	25	6745-00-72	LET	MARQUETTE	LOC	EMBERMONTELLO RIVER CROSSING
05	1997/06/17	25	5519-02-71	LET	RICHLAND	CTH B	P-52-905,906, .9 & 1.1 M E STH 130
05	1997/06/17	25	7331-05-71	LET	BUFFALO	CTH A	P-06-909, .3 MILE EAST OF CTH B
05	1997/06/17	25	7353-03-71	LET	TREMPEALEAU	CTH X	B-61-972, 1.1 MILES NORTH OF STH 93
08	1997/06/17	25	8484-01-71	LET	BAYFIELD	TWN RD	TOWN OF NAMEKAGON/1.6 MI N CTH M
<b>Local Highways</b>							
01	1997/06/17	26	5992-05-46	LET	DANE	LOC STR	(PENNSYLVANIA AVE - KEDZIE STREET)
01	1997/06/17	26	5992-05-66	LET	DANE	LOC STR	(MONROE STREET - GLEN DRIVE)
02	1997/06/17	26	2395-04-71	LET	MILWAUKEE	LOC STR	S CLEMENT AVE - EAST CITY LIMITS
02	1997/06/17	26	2615-05-70	LET	MILWAUKEE	LOC STR	W MORGAN AVE - W OKLAHOMA AVE
03	1997/06/17	26	9394-02-71	LET	SHAWANO	CTH Q	
<b>Major Projects</b>							
03	1997/06/17	32	1059-16-76	LET	SHAWANO	STH 29	
03	1997/06/17	32	1517-03-81	LET	WINNEBAGO	USH 010	USH 45 - USH 41
<b>SHR - 3R</b>							
01	1997/06/17	33	1670-00-90	LET	DANE	USH 12	(STH 33 INTERSECTION)
01	1997/06/17	33	5410-01-90	LET	DANE	USH 51	(KINSMAN BLVD INTERSECTION)
01	1997/06/17	33	5770-00-72	LET	IOWA	STH 130	(STH 133 INTERSECTION)
02	1997/06/17	33	1350-07-72	LET	MILWAUKEE	USH 41	USH 41 AND SOUTH ACCESS RD.INTERCH
02	1997/06/17	33	3180-05-60	LET	WALWORTH	STH 120	STH 12 TO KRUEGER ROAD
03	1997/06/17	33	9180-12-71	LET	SHAWANO	STH 22	CITY OF SHAWANO
04	1997/06/17	33	1165-05-61	LET	MARATHON	USH 51 SB	BULL JUNIOR CREEK - STH 29

# Master Contract Schedule

FOS as of: 12-Dec-96

All LET Projects

January thru June 1997 Lettings

Dist	Let date	Pgm Code	Project ID	Tied Bid	Contr Type	County	Highway	Description (PROJLN2)
04	1997/06/17	33	6171-00-71	WU	LET	WAUSHARA	STH 21	TOWNLINE RD - E.JCT.STH 73
04	1997/06/17	33	6180-03-71	WU	LET	WAUSHARA	STH 21	(INCLDS C-69-4962)
04	1997/06/17	33	6180-05-71	WU	LET	WAUSHARA	STH 21	HES
04	1997/06/17	33	6531-00-71	WU	LET	WAUSHARA	STH 21	HES
04	1997/06/17	33	9520-03-71	IV	LET	MARATHON	STH 107	FROMM CULVERTC-37-68
08	1997/06/17	33	0631-83-13		LET	POLK	VAR HWY	WITTSTOCK SITE
08	1997/06/17	33	1190-43-71		LET	DOUGLAS	USH 2	WENTWORTH WEIGH SCALE #71
<b>SHR - State Bridges</b>								
02	1997/06/17	34	1350-07-73		LET	MILWAUKEE	USH 41	RR BRIDGE (CP RAIL)
04	1997/06/17	34	9520-50-64	IV	LET	MARATHON	STH 107	LITTLE RIB RIVER CROSSING
07	1997/06/17	34	9240-05-60	JF	LET	IRON	STH 47	STATE HWY REHAB MAINT PROJ
07	1997/06/17	34	9240-07-60	JF	LET	PRICE	STH 182	STATE HWY REHAB MAINTENANCE PROJECT
<b>SHR - I4R</b>								
02	1997/06/17	37	1061-09-77	SJ	LET	MILWAUKEE	INT 94	STADIUM INTERCHANGE BRIDGE REHAB.
02	1997/06/17	37	1100-05-60		LET	MILWAUKEE	IH 894	BELTON OVERPASS TO 20TH STREET
02	1997/06/17	37	1229-01-72		LET	OZAUKEE	IH 43	MILW. CO. LINE - S. OF STH 32

JUNE 17, 1997 LETTING



# WISCONSIN STATE SENATE

P.O. Box 7882 • Madison, WI 53707-7882

December 16, 1996

Senator Brian Burke, Co-Chair  
Joint Committee on Finance  
Room 302  
100 N. Hamilton

Dear Senator Burke:

Re: 12/16/96 Section 13.10 Request for Federal Appropriation Adjustments -  
Transportation

It's my understanding members of the Joint Committee on Finance will be asked today to approve an increase in the federal appropriation for major highway development and for state highway rehabilitation to reflect anticipated aid greater than budgeted amounts. I'm writing to request that \$1,000,000 of these funds be specifically earmarked for the state's Transportation Enhancements Program.

At the request of Department of Transportation Secretary Charles Thompson, I served as Chair of the state's Transportation Enhancements Selection Committee over the course of the past several years. In this role, I became very familiar with the outstanding contributions this program has made to communities throughout Wisconsin. Unfortunately, Wisconsin has not been able to fund this program to the same degree as many other states and many deserving projects have gone unfunded for several years.

I appreciate the need for continued funding of state highway projects. However, I also believe an additional \$1 million appropriation for the Enhancements Program is needed as well and will go a long way to address less than anticipated funding levels in recent years. Wisconsin ranks very low nationwide in the number of projects funded through the Enhancements Program and this funding request is the perfect opportunity to address past funding problems in this deserving program.

I have worked closely with Senator Burke in this regard and I strongly support his efforts to increase appropriations to the Enhancements Program.

Best regards,

BRIAN RUDE  
State Senator

BR:KM/mil

Stephan<sup>3</sup>  
Howie<sup>3</sup>  
Ken  
6-5490

## WISCONSIN LABORERS' DISTRICT COUNCIL

AFFILIATED WITH A.F.L.-C.I.O.  
LABORERS' INTERNATIONAL UNION OF NORTH AMERICA  
2801 COHO STREET, SUITE 202 • MADISON, WI 53713  
PHONE (608) 274-5757 • FAX (608) 274-5707 - (800) 782-4634

MICHAEL R. RYAN  
PRESIDENT/  
BUSINESS MANAGER

WILLIAM E. JOHNSON  
VICE-PRESIDENT

THOMAS E. FISHER  
SEC. TREAS.  
REC. SECT

December 13, 1996

Senator Brian Burke  
State Capitol  
Madison, WI 53708

Dear Senator Burke:

I am writing to register our support of the Wisconsin DOT's request to increase appropriations for 1996-97 major highway development of \$7.6 million and state highway rehabilitation of \$5.4 million. We also support the department's request to credit any additional amounts of federal aid to the state highway rehabilitation appropriation.

As you know, FY 1997 funding for major projects is, in real terms, nearly 20% below FY 1995 base levels. Similarly, FY 1997 STH Rehabilitation is 3% below base levels - a figure deceptively small since it includes funding for Milwaukee Freeway. As expected, under funding of both of these programs is resulting in a growing gap between the time projects are enumerated and the time they are completed, as well as increasing the frequency of delayed projects.

Clearly, the department's request to increase funding at this time is consistent with the intent of the legislature when, because of insufficient funding levels, it reduced appropriations in both the majors and rehabilitation programs, and then directed the department to issue an allocation request in the event additional federal funding became available.

It is important that the Joint Finance Committee recognize that the unanticipated federal funding is an opportunity to help reverse this under funding trend. It is equally important that the committee not hold family supporting jobs or the public's safety hostage, by speculating beyond the department's request, over insignificant deficit numbers or how better to spend additional federal funds.

Thank you for this opportunity to comment on this important issue to construction craft laborers.

Sincerely,



Michael R. Ryan  
President/Business Manager

MRR/jo





WIMMER & COMPANY, S.C.

22 NORTH CARROLL STREET SUITE 200 MADISON, WI 53703

DATE: 19

TO:

Ken. Brucke

FROM: JAMES W. WIMMER, JR.

Please call me if  
you have any questions  
Thank you

608-256-5223 FAX 608-256-3493

Jim



# Wisconsin Road Builders Assn.

2 E. MIFFLIN ST., SUITE 703, MADISON, WISCONSIN 53703 • TEL. 608/256-6891  
FAX: 608/256-1670



PRESIDENT  
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Onalaska

VICE PRESIDENT  
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Fennimore

SECRETARY  
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E.J. STREU  
HENRY TIMME  
MIKE ZIGNEGO

EXECUTIVE DIRECTOR  
TOM WALKER

DEPUTY EXECUTIVE  
DIRECTOR  
JACK M. ARSENEAU

DATE: December 11, 1996

TO: Senator Brian Burke

FROM: Tom Walker, Executive Director, WRBA

RE: WisDOT Request for JFC Approval of Plan to Appropriate  
Unanticipated FY 97 Federal Highway Funds

We are asking your support for the WisDOT plan, submitted on December 2.

In the 1995 Budget, the Legislature understood the uncertainty of federal highway funds for FY 96 and 97, and that some increases were likely. In response, it directed WisDOT to submit a plan to allocate those dollars once final funding levels were known.

We now know that WisDOT will receive at least \$13 million more in federal highway funding in FY 1997, than the Legislature scheduled in the 1995 Budget.

We believe that approving this request is consistent with Legislative intent in the 1995 Budget, when both appropriations were reduced below previous program levels, despite demonstrated needs, due to insufficient funds.

- \* **The FY level of funding for major projects is almost 20% below the base level approved in FY 95, in constant dollars. As a result, many already enumerated projects have been significantly delayed statewide.**
- \* **The FY 97 Budget for STH Rehabilitation is 3% below base FY levels. Some of that reduced funding is allocated to new program costs in the East-West Corridor. As a result, the statewide rehabilitation program has fallen even further below historic levels, causing project delays.**
- \* **WRBA is further requesting that the Committee clarify that this increased level of federal aid be reflected in the base Major Projects and Rehabilitation appropriations for FY 1997.**

Finally, WRBA is asking Committee approval of the WisDOT plan to allocate any further federal highway funds received by Wisconsin, once the current formula dispute is settled.

Thank you for the opportunity to comment.



# Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608)

MO# Conclusion

2 BURKE	(Y)	N	A
ANDREA	Y	N	(A)
GEORGE	Y	N	(A)
DECKER	(Y)	N	A
JAUCH	(Y)	N	A
WINEKE	(Y)	N	A
WEEDEN	(Y)	N	A
COWLES	(Y)	N	A
BRANCEL	(Y)	N	A
FOTI	(Y)	N	A
SCHNEIDERS	(Y)	N	A
OURADA	(Y)	N	A
HARSDORF	(Y)	N	A
PORTER	(Y)	N	A
LINTON	(Y)	N	(A)
COGGS	(Y)	N	A

December 16, 199

TO: Members  
Joint Committee on Finance

FROM: Bob Lang, Director

AYE 13 NO 0 ABS 3

SUBJECT: Public Defender--Section 13.10 Request for Transfer of \$960,500 GPR Between Appropriations in 1996-97--Agenda Item II

The Public Defender requests the transfer of \$896,800 from salaries and fringe benefits and \$53,800 from supplies and services to the private bar appropriation to offset a projected 1995-97 deficit of \$3,956,600 in that appropriation.

## BACKGROUND

The Office of the State Public Defender (SPD) has staff attorneys to provide defense to indigent persons charged with certain crimes. These staff attorneys handle a statutorily set number of cases each year. Because the number of cases requiring Public Defender representation exceeds the number that staff attorneys are able to handle, the Public Defender appoints private counsel to represent the remaining defendants. Private attorneys are paid in two ways: (1) at an hourly rate of \$40 per hour, except for certain travel time which is reimbursed at \$25 per hour or (2) a flat, per case contracted amount.

Under 1995 Act 27 (the biennial budget bill), funding for private bar attorneys was reduced from \$52.5 million GPR in 1993-95 to \$46.9 million in 1995-97, \$7.5 million of which comes from a newly-created program revenue appropriation funded by client collections. This level of funding represents an almost 11% reduction in overall funding for private attorneys from the 1993-95 biennium and a 25% reduction in GPR.

The reduced level of funding resulted from efforts enacted in Act 27 to offset the increasing costs of indigent defense including: (a) increasing staff attorneys' statutory caseload levels; (b) collecting payments from clients for the cost of their representation; (c) eliminating

the statutory right to representation in certain cases; (d) creating a flat, \$40 per hour payment rate for private counsel; (e) requiring flat rate contracts with private attorneys to handle a portion of cases; (f) verifying eligibility of clients; and (g) providing paralegal and regional administrator positions to relieve staff attorneys of nonattorney workload.

## ANALYSIS

Based on the most recent available data, through October 31, 1996, the Public Defender now projects a deficit of \$3,746,000 in the private bar appropriation. The Public Defender is required to pay bills submitted by private attorneys within four months of the date that the office receives them, and bills not paid within four months are subject to interest of 12% compounded monthly. The private bar appropriation is budgeted to pay bills received through March 31 of the second year of the biennium. Currently, the Public Defender is paying bills at a rate of \$1.4 million per month. Therefore, a \$3.7 million deficit would result in the Public Defender ceasing to pay private bar bills received after mid-January, rather than March. The \$3.7 million projection is based on the following:

	<u>Act 27</u> <u>Budgeted Savings</u>	<u>SPD Estimated</u> <u>Savings</u>	<u>Difference</u>
Collections	\$7,503,300	\$1,858,500	\$5,644,800
Contracts	0	-1,531,700	1,531,700
Increased Staff Caseload			
Levels	7,458,700	5,961,400	1,497,300
1993-95 Caseload Increases	0	-410,800	410,800
1995-97 Caseload Decreases	0	4,142,000	-4,142,000
Changes in Jurisdiction	3,895,800	4,231,900	-336,100
June, s.13.10 Transfer	<u>0</u>	<u>860,500</u>	<u>-860,500</u>
Total	\$18,857,800	\$15,111,800	\$3,746,000

As shown above, the largest component of the deficit (\$5,644,800) is collections from clients. Under the 1995-97 biennial budget bill, the Governor included program revenue of \$11.2 million from collections from Public Defender clients to offset general purpose revenue private bar payments. The Legislature reduced this to \$7.5 million based on estimates from the Public Defender and information from a Legislative Audit Bureau report on collections in other states. While collections may improve over the next few months, they will not reach the level originally budgeted to offset the GPR budget reductions.

The next component of the deficit (\$1,531,700) results from the way in which payments to attorneys under contract are made. Attorneys under contract are paid every two months based

on the number of cases opened. Attorneys who are appointed on a case-by-case basis are paid at the close of the case after they submit their bill (typically four to six months after the case is opened). As a result, while contracted cases ultimately result in lower costs to the office, the payment of those cases is shifted four to six months ahead of when they would have been paid without contracts.

According to the Public Defender, attorney contracts were developed in consultation with DOA specialists and were set up this way so that private attorneys would be willing to enter into the contracts. While this method does add to the anticipated deficit in this biennium, savings from the reduced costs of these cases will result in the next biennium. The SPD has contracted for an estimated 13,091 misdemeanor cases in 1996-97.

The last major component of the projected deficit (\$1,497,300) is caused by staff attorneys not meeting the statutory caseload levels. This results in cases that are budgeted to be handled by staff attorneys being assigned to private attorneys. Staff attorney caseloads were increased under Act 27 with an associated savings of \$7.5 million. The Public Defender indicates that, agencywide, staff attorneys are achieving 96% of the higher statutory caseload levels.

According to the Public Defender, part of the reason staff attorneys are having difficulty meeting their caseload levels is due to 12 paralegal positions that were added under Act 27 to perform nonattorney casework. Under Act 27, it was assumed that each paralegal would perform enough work so that overall staff attorneys could achieve an additional 12 statutory caseloads. However, the Public Defender indicates that since paralegals cannot appear in court, the 12 paralegals are working at the equivalent of six statutory caseloads, rather than 12. In addition, caseload levels are based on all authorized positions; however, since the Public Defender has vacant staff attorney positions, some portion of those caseloads are assigned to private counsel.

The remaining deficit component (\$410,800) results from unexpected caseload growth in the 1993-95 biennium. The additional cases were opened in 1994-95, but the bills were not paid until 1995-96.

A portion of the unbudgeted costs listed above are offset by unexpected savings resulting from lower than estimated caseload levels in the current biennium, additional savings from jurisdictional changes included under Act 27 and salary and fringe benefit savings from vacant attorney positions. [For example, the Public Defender typically experiences increases in caseload from four to six percent each year. In 1995-96, caseload actually fell by 13%.]

Part of the reason for the lower case numbers likely results from stricter verification of income and eligibility standards included under Act 27. However, it is not known how much of the reduction is due to changes in eligibility, improved economic factors or fewer criminal charges.

The SPD estimate assumes a 2% increase in caseload for the remainder of this fiscal year. However, so far this year the number of cases opened is only .56% higher than last year. If this

continues, the projected deficit could be reduced by \$50,000 (this figure is low because the Public Defender only has a few more months of case openings for which bills will be paid in this fiscal year).

Both costs and savings are likely to change between now and the end of the year based on actual collections and caseload levels. For example, early in the biennium the SPD estimated a 1995-97 deficit of \$10.8 million. In addition, the current deficit projection of \$3.7 million is an improvement over the September estimate of \$3.9 million. However, despite the improved projections, it is likely that a deficit of considerable magnitude will require attention in the next legislative session.

At this time, the Public Defender requests a transfer of surplus funds from salaries, fringe benefits and supplies and services to offset a portion of the expected deficit. The surplus funds are related to staff attorney positions which have not been filled as quickly as in the past, or not at all. Typically, the Public Defender has a low vacancy rate for its staff attorneys. Positions are filled as quickly as possible because, generally, hiring staff attorneys is less expensive than appointing private attorneys at hourly rates.

However, as of November 11, 1996, there were 12.3 vacant staff attorney positions. The Public Defender indicates that in some offices throughout the state such as Hudson, Racine, Rhinelander and Sheboygan, caseload has not been sufficient to fill the positions. In addition, in Milwaukee County where additional cases come in from court delays makes it difficult for attorneys to fulfill statutory requirements. As a result, staff positions in Milwaukee County are not as efficient as in other counties. Therefore, the Office does not believe that it is prudent to move additional

MO# Jauch Motion

A similar request was approved under s.13.10 at the Committee's July 1996 session. At that time a transfer of \$860,500 was made from salaries, fringe benefits and supplies and services to the private bar appropriation, to reduce the private bar appropriation.

The current request includes \$896,800 in salary and fringe benefits and supplies and services. This \$950,600 represents two-thirds of a month's salary and would reduce the estimated deficit to \$2,795,400. The transfer would be made in January and payments to continue through the first week of February. The need for additional funds to be addressed either through: (1) a meeting under s. 13.10; or (2) separate legislation.

BURKE	(Y)	N	A
ANDREA	Y	N	(A)
GEORGE	Y	N	(A)
DECKER	(Y)	N	A
JAUCH	(Y)	N	A
WINEKE	(Y)	N	A
WEEDEN	Y	(N)	A
COWLES	Y	(N)	A
BRANCEL	Y	(N)	A
FOTI	Y	(N)	A
SCHNEIDERS	Y	(N)	A
OURADA	Y	(N)	A
HARSDORF	Y	(N)	A
PORTER	Y	(N)	A
LINTON	Y	N	(A)
COGGS	(Y)	N	A

AYE 5 NO 8 ABS 3

## CONCLUSION

Based on the anticipated deficit in the private bar appropriation, the Public Defender's request to transfer available funds appears reasonable and, therefore, the Committee may wish to approve it.

Prepared by: Carri Jakel

*Jauch motion*  
Request Gov. submit leg. to eliminate Pub. Defender deficit  
by the end of this fiscal year.



## Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 •

*Staff Recommendation:  
Support conclusion*

TO: Members  
Joint Committee on Finance

FROM: Bob Lang, Director

SUBJECT: Public Defender--Section 13.10 Request for Transfer of \$960,500 GPR Between Appropriations in 1996-97--Agenda Item II

The Public Defender requests the transfer of \$896,800 from salaries and fringe benefits and \$53,800 from supplies and services to the private bar appropriation to offset a projected 1995-97 deficit of \$3,956,600 in that appropriation.

### BACKGROUND

The Office of the State Public Defender (SPD) has staff attorneys to provide defense to indigent persons charged with certain crimes. These staff attorneys handle a statutorily set number of cases each year. Because the number of cases requiring Public Defender representation exceeds the number that staff attorneys are able to handle, the Public Defender appoints private counsel to represent the remaining defendants. Private attorneys are paid in two ways: (1) at an hourly rate of \$40 per hour, except for certain travel time which is reimbursed at \$25 per hour or (2) a flat, per case contracted amount.

Under 1995 Act 27 (the biennial budget bill), funding for private bar attorneys was reduced from \$52.5 million GPR in 1993-95 to \$46.9 million in 1995-97, \$7.5 million of which comes from a newly-created program revenue appropriation funded by client collections. This level of funding represents an almost 11% reduction in overall funding for private attorneys from the 1993-95 biennium and a 25% reduction in GPR.

The reduced level of funding resulted from efforts enacted in Act 27 to offset the increasing costs of indigent defense including: (a) increasing staff attorneys' statutory caseload levels; (b) collecting payments from clients for the cost of their representation; (c) eliminating

the statutory right to representation in certain cases; (d) creating a flat, \$40 per hour payment rate for private counsel; (e) requiring flat rate contracts with private attorneys to handle a portion of cases; (f) verifying eligibility of clients; and (g) providing paralegal and regional administrator positions to relieve staff attorneys of nonattorney workload.

## ANALYSIS

Based on the most recent available data, through October 31, 1996, the Public Defender now projects a deficit of \$3,746,000 in the private bar appropriation. The Public Defender is required to pay bills submitted by private attorneys within four months of the date that the office receives them, and bills not paid within four months are subject to interest of 12% compounded monthly. The private bar appropriation is budgeted to pay bills received through March 31 of the second year of the biennium. Currently, the Public Defender is paying bills at a rate of \$1.4 million per month. Therefore, a \$3.7 million deficit would result in the Public Defender ceasing to pay private bar bills received after mid-January, rather than March. The \$3.7 million projection is based on the following:

	Act 27 <u>Budgeted Savings</u>	SPD Estimated <u>Savings</u>	<u>Difference</u>
Collections	\$7,503,300	\$1,858,500	\$5,644,800
Contracts	0	-1,531,700	1,531,700
Increased Staff Caseload			
Levels	7,458,700	5,961,400	1,497,300
1993-95 Caseload Increases	0	-410,800	410,800
1995-97 Caseload Decreases	0	4,142,000	-4,142,000
Changes in Jurisdiction	3,895,800	4,231,900	-336,100
June, s.13.10 Transfer	<u>0</u>	<u>860,500</u>	<u>-860,500</u>
Total	\$18,857,800	\$15,111,800	\$3,746,000

As shown above, the largest component of the deficit (\$5,644,800) is collections from clients. Under the 1995-97 biennial budget bill, the Governor included program revenue of \$11.2 million from collections from Public Defender clients to offset general purpose revenue private bar payments. The Legislature reduced this to \$7.5 million based on estimates from the Public Defender and information from a Legislative Audit Bureau report on collections in other states. While collections may improve over the next few months, they will not reach the level originally budgeted to offset the GPR budget reductions.

The next component of the deficit (\$1,531,700) results from the way in which payments to attorneys under contract are made. Attorneys under contract are paid every two months based



on the number of cases opened. Attorneys who are appointed on a case-by-case basis are paid at the close of the case after they submit their bill (typically four to six months after the case is opened). As a result, while contracted cases ultimately result in lower costs to the office, the payment of those cases is shifted four to six months ahead of when they would have been paid without contracts.

According to the Public Defender, attorney contracts were developed in consultation with DOA specialists and were set up this way so that private attorneys would be willing to enter into the contracts. While this method does add to the anticipated deficit in this biennium, savings from the reduced costs of these cases will result in the next biennium. The SPD has contracted for an estimated 13,091 misdemeanor cases in 1996-97.

The last major component of the projected deficit (\$1,497,300) is caused by staff attorneys not meeting the statutory caseload levels. This results in cases that are budgeted to be handled by staff attorneys being assigned to private attorneys. Staff attorney caseloads were increased under Act 27 with an associated savings of \$7.5 million. The Public Defender indicates that, agencywide, staff attorneys are achieving 96% of the higher statutory caseload levels.

According to the Public Defender, part of the reason staff attorneys are having difficulty meeting their caseload levels is due to 12 paralegal positions that were added under Act 27 to perform nonattorney casework. Under Act 27, it was assumed that each paralegal would perform enough work so that overall staff attorneys could achieve an additional 12 statutory caseloads. However, the Public Defender indicates that since paralegals cannot appear in court, the 12 paralegals are working at the equivalent of six statutory caseloads, rather than 12. In addition, caseload levels are based on all authorized positions; however, since the Public Defender has vacant staff attorney positions, some portion of those caseloads are assigned to private counsel.

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However, as of November 11, 1996, there were 12.3 vacant staff attorney positions. The Public Defender indicates that in some offices throughout the state such as Appleton, Beloit, Hudson, Racine, Rhinelander and Sheboygan, caseload has not been sufficient to warrant filling the positions. In addition, in Milwaukee County where additional cases are available, waiting time from court delays makes it difficult for attorneys to fulfill statutory caseload levels. As a result, staff positions in Milwaukee County are not as efficient as in other areas of the state, and therefore, the Office does not believe that it is prudent to move additional positions to that office.

A similar request was approved under s.13.10 at the Committee's June 27, 1996, meeting. At that time a transfer of \$860,500 was made from salaries, fringe benefits and supplies and services to the private bar appropriation, to reduce the private bar appropriation deficit.

The current request includes \$896,800 in salary and fringe benefits and \$53,800 and supplies and services. This \$950,600 represents two-thirds of a month of private bar payments and would reduce the estimated deficit to \$2,795,400. The transfer would allow for private bar payments to continue through the first week of February. The need for additional funds will have to be addressed either through: (1) a meeting under s. 13.10; or (2) separate legislation.

## CONCLUSION

Based on the anticipated deficit in the private bar appropriation, the Public Defender's request to transfer available funds appears reasonable and, therefore, the Committee may wish to approve it.

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